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Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS

PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT

NOTIFICATIONS

PUBLIC.

Simla, the 29th September, 1892

No. 1957.—In accordance with the provisions of Section 18, Sub-section (1), of the Indian Explosives Act [...] of 1884), and with the directions contained in Home Department Notification No. 1964, dated [...] 2nd September 1887, the Governor General in Council is pleased to publish, for general information, the following drafts which are proposed to be substituted for rule 4 (III) and the second sentence of rule 6 (XVI) of the rules to regulate the transport and importation of explosives published in Home Department Notification No 1417, dated the 24th June 1887.

The drafts [...] be taken into consideration on the expiry of two months from the date of this Notification

Draft Rules.

4 (III).—[...]t in the case of small consignments carried by public railway, which may be unloaded at any [...], explosives shall be loaded or unloaded only between sunrise and sunset. For the purpose of this rule no consignment of more than one-half wagon load booked to one station shall be [...]ned to be a small consignment.

6 (XVI).—[...]d sentence.—Subject to the provisions of rule 4 (III), the loading and unloading of explosives when once begun shall be diligently proceeded with until the same is completed.

SANITARY.

The 29th September, 1892.

No. 238.—The following Rules for Quarantine against cholera which have bee made by the Bombay Government in exercise of the power conferred by Section I, Act I of 1870 with the previous sanction of the Governor General in Council, are published for general infonation.

The Rules have effect from the 20th September 1892, as a temporary measure in the ports of Aden, Perim, and the Somâli Coast:

I.—The Commander of every vessel, including buggalows or other native craft, arriving from Tadjoura shall, before entering the harbour, indicate by signa the port from which such vessel has come.

II.—Such Commander shall not, except as hereinafter provided, allow any ommunication, either with the pilot boat, except orally, or with the shore, or with any other vessel or boat in the harbour.

III.—Immediately on arrival the Commander shall cause the letter R of ie Commercial Signal Code to be hoisted, and shall keep the said flag flying dung his stay in port or until authorized by the Health Officer to haul it dowt If communication with the shore is not desired, the vessel shall anchor t such place as may be pointed out by the Port authorities, having regard to th season of the year. If communication with the shore is desired, the Health fficer shall go alongside the vessel, and, after all necessary enquiries, shall irect the Commander to take the vessel to the quarantine anchorage dulyappointed and notified in that behalf by the Resident, there to remain for period of seven days from the date of arrival or for the shorter period prescribi in Rule IV, and undergo disinfection, which should apply as well to cw, passengers, effects, and susceptible goods.

IV.—If the Health Officer of the Port has sufficient evidence that no cas of a suspicious nature have taken place on board during the voyage, and if theessel is besides in good hygienic condition, the duration of the quarantine wi be diminished according to the following scale:

After eight days of voyage	. . . .	Six days of quaranti.
Do. nine ditto	. . . . .	Five ditto.
Do. ten ditto	. . . . .	Four ditto.
Do. eleven ditto	. . . . .	Three ditto.
Do. twelve ditto	. . . . .	Two ditto.
Do. thirteen ditto and upwards	. . .	Twenty-four hours quarantine.

V.—If during the period a vessel is at the quarantine anchorage aforaid any case or cases of cholera should occur on board, the said vessel shall main in quarantine for a period of seven days from the date of the last ca occurring, and be subject to all the prohibitions provided for in Rule III.

VI.—When any vessel has been placed in quarantine as aforesaid, the alth Officer may direct the removal of so many of the passengers and crew aay not be suffering from illness, and whose services may not be required on ard the vessel, to such particular spots as may from time to time be selected the Resident as places of quarantine, there to remain for a period of seven ays. If a case of cholera occurs among such passengers and crew durinany such period, they shall remain in a place of quarantine for a period of fren days from the date of the occurrence of the last case of such illness.

VII.—Any mails or cargo which may be brought by any vessel so arrig shall be landed under such precautions as the Health Officer may deem essary to prevent the spread of the disease.

VIII.—It will be the duty of the Port Officer to facilitate the conveyae to all vessels in quarantine of such supplies of provisions, stores, and oth articles as may be required by those on board. Such supplies will be placed the boats of the vessels in quarantine, to be subsequently removed by mem s of their crews.

IX.—All vessels arriving at Aden, Perim, and the Somâli Coast wh may have communicated with vessels coming from Tadjoura shall be sujected to the same quarantine as vessels arriving at Aden, Perim, and th Somâli Coast from Tadjoura.

X.—All vessels which have undergone quarantine in the manner abo prescribed should have the fact clearly stated on their bills of health.

No. 239.—The following Rules for Quarantine against cholera which ha been made by the Bombay Government in exercise of the power conferred by Section I, Act I 1870, with the previous sanction of the Governor General in Council, are published for general ormation.

The Rules have effect from the 15th September 1892, as a temporary mure, in the ports of Aden, Perim, and the Somâli Coast:

I.—The Commander of every vessel, including buggalows or other tive craft, arriving from Karachi shall, before entering the harbour, indicate signal the port from which such vessel has come.

II.—Such Commander shall not, except as hereinafter provided, allow any communication, either with the pilot boat, except orally, or with the shore, or with any other vessel or boat in the harbour.

III.—Immediately on arrival the Commander shall cause the letter R of the Commercial Signal Code to be hoisted, and shall keep the said flag flying during his stay in port or until authorized by the Health Officer to haul it down. If communication with the shore is not desired, the vessel shall anchor at such place as may be pointed out by the Port authorities, having regard to the season of the year. If communication with the shore is desired, the Health Officer shall go alongside the vessel, and, after all necessary enquiries, shall direct the Commander to take the vessel to the quarantine anchorage duly appointed and notified in that behalf by the Resident, there to remain for a period of seven days from the date of arrival or for the shorter period prescribed in Rule IV, and undergo disinfection, which should apply as well to crew, passengers, effects, and susceptible goods.

IV.—If the Health Officer of the Port has sufficient evidence that no cases of a suspicious nature have taken place on board during the voyage, and if the vessel is besides in good hygienic condition, the duration of the quarantine will be diminished according to the following scale:

After eight days of voyage	. . . .	Six days of quarantine.
Do. nine	ditto	Five ditto.
Do. ten	ditto	Four ditto.
Do. eleven	ditto	Three ditto.
Do. twelve	ditto	Two ditto.
Do. thirteen	ditto and upwards . . .	Twenty-four hours of quarantine.

V.—If during the period a vessel is at the quarantine anchorage aforesaid any case or cases of cholera should occur on board, the said vessel shall remain in quarantine for a period of seven days from the date of the last case occurring, and be subject to all the prohibitions provided for in Rule III.

VI.—When any vessel has been placed in quarantine as aforesaid, the Health Officer may direct the removal of so many of the passengers and crew as may not be suffering from illness, and whose services may not be required on board the vessel, to such particular spots as may from time to time be selected by the Resident as places of quarantine, there to remain for a period of seven days. If a case of cholera occurs among such passengers and crew during any such period, they shall remain in a place of quarantine for a period of fifteen days from the date of the occurrence of the last case of such illness.

VII.—Any mails or cargo which may be brought by any vessel so arriving shall be landed under such precautions as the Health Officer may deem necessary to prevent the spread of the disease.

VIII.—It will be the duty of the Port Officer to facilitate the conveyance to all vessels in quarantine of such supplies of provisions, stores, and other articles as may be required by those on board. Such supplies will be placed on the boats of the vessels in quarantine, to be subsequently removed by members of their crews.

IX.—All vessels arriving at Aden, Perim, and the Somáli Coast which may have communicated with vessels coming from Karachi shall be subjected to the same quarantine as vessels arriving at Aden, Perim, and the Somáli Coast from Karachi.

X.—All vessels which have undergone quarantine in the manner above prescribed should have the fact clearly stated on their bills of health.

ECCLESIASTICAL.

The 30th September, 1892.

No. 270.—The Venerable W. H. Tribe, Archdeacon of Lahore, is permitted to retire from the service, with effect from the 1st October 1892.

No. 272.—The Reverend H. W. T. Plowman has been appointed a Chaplain on probation on the Bengal (Lahore) Ecclesiastical Establishment.

EDUCATION.

The 30th September, 1892.

No. 303.—Under section XII of Act II of 1857, the Governor General in Council is pleased to authorise the affiliation of the Behar National College to the Calcutta University in Arts up to the B. A. Standard and in Law.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATION.

SURVEYS.

Simla, the 27th September, 1892.

No. 2184—146.—Captain H. M. Jackson, R.E., Deputy Superintendent, Survey of India, who was granted furlough for one year by Notification No. 1715—146, dated 11th August 1892, made over charge of his office on the afternoon of the 7th July 1892, but having been prevented by illness from embarking till the 12th August is, under Article 354 (*b*), Civil Service Regulations, permitted to begin his furlough in India, with effect from the 18th July, without forfeiture of subsidiary leave.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

INDIAN EMPIRE.

NOTIFICATION.

Simla, the 27th September, 1892.

No. 30-I.E.

The following extract from the *London Gazette*, dated the 19th August, 1892, is republished for general information:

India Office, August 15, 1892.

The Queen has been graciously pleased to nominate and appoint Henry Seymour King, Esq., C.I.E., to be a Knight Commander of the Most Eminent Order of the Indian Empire.

By order of the Grand Master,

H. M. DURAND,

Secretary to the Most Eminent Order of the Indian Empire.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 27th September, 1892.

No. 1603-*G.*—Lieutenant C. B. Thornhill, Indian Staff Corps, is reappointed, on return from boundary settlement duty in Western Malwa, to officiate as Wing Officer of the Bhopal Battalion, with effect from the date of joining.

No. 1608-*G.*—Captain C. Herbert, Indian Staff Corps, Political Agent of the 3rd Class, is posted as First Assistant to the Governor-General's Agent in Central India, with effect from the date of assuming charge.

Lieutenant J. Ramsay, Indian Staff Corps, Officiating Political Agent of the 3rd Class, is posted as Assistant to the Governor-General's Agent in Central India, with effect from the date on which he is relieved by Captain Herbert of the duties of First Assistant.

No 3690-*I.*—The Governor-General in Council is pleased to declare that the sutta tax imposed in 1882 by the Municipality of Khamgaon in the Hyderabad Assigned Districts, and sanctioned by the Resident at Hyderabad in the exercise of the authority conferred on him by section 7 of the Punjab Municipal Act (IV of 1873), under which Act the said Municipality was then established, shall be deemed to have been lawfully imposed by the said Municipality as established under the Berar Municipal Law 1886, from the 21st May, 1889, and may continue to be levied by that Municipality until a new sutta tax shall have been imposed under the provisions of section 41, sub-section (1) (B), of that Law.

The 28th September, 1892.

No. 1611-*G.*—The following substantive promotions and appointments are made in the Berar Commission, with effect (unless otherwise stated) from the 1st August, 1892, consequent

on the promotion of Mr. C. A. W. Davies, Assistant Commissioner of the 1st Class, to be a Special Assistant Commissioner:

Muhammad Yasin Khan, Assistant Commissioner of the 2nd Class (seconded), to be an Assistant Commissioner of the 1st Class (seconded).

Dastur Edulji Bymonji, Assistant Commissioner of the 2nd Class, to be an Assistant Commissioner of the 1st Class.

Captain R. P. Colomb, Indian Staff Corps, Acting Assistant Political Agent in the Mahi Kantha, to be an Assistant Commissioner of the 2nd Class, with effect from the date of assuming charge.

The 29th September, 1892.

No. 1623-*G.*—Surgeon-Captain A. L. Duke, Indian Medical Service (Bengal), Officiating Residency Surgeon, is appointed to be Residency Surgeon in the Persian Gulf, substantive *pro tempore*, with effect from the 23rd September, 1892, and during the absence on extraordinary leave without pay of Surgeon-Major D. R. Ross, M D., or until further orders.

No. 1627-*G.*—The following appointments are made in the Central India Horse consequent on the seconding of Colonel M. G. Gerard, C.B., Indian Staff Corps, Squadron Commander and 2nd-in-Command, 1st Regiment, for employment as Military Attaché at St. Petersburgh, and with effect from the 1st April, 1892:

1st Regiment.

Major G. E. Money, Indian Staff Corps, Squadron Commander and Officiating 2nd-in-Command, to be Squadron Commander and 2nd-in-Command.

Captain W. A. Watson, Indian Staff Corps, Squadron Commander, 2nd Regiment, to be Squadron Commander.

2nd Regiment.

Captain C. P. Campbell, Indian Staff Corps, Squadron Commander, 1st Regiment, to be Squadron Commander.

No. 1630-*G.*—With the sanction of Her Majesty's Government, the Governor-General in Council is pleased to recognise the appointment of Mr. L. H. J. Andrews as Consul for Siam at Rangoon.

H. M. DURAND,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATION.

LEAVE AND APPOINTMENTS.

Simla, the 30th September, 1892.

No. 3991-*P.*—Mr. H. J. Brereton, Comptroller, Assam, is granted privilege leave for three months, with effect from the 1st October 1892.

Mr. W. D. F. Cowley, Assistant Comptroller General, in charge of the Paper Currency Office, Calcutta, is appointed to officiate as Comptroller, Assam.

Mr. H. G. Warburton, Assistant Accountant General, Bengal, is posted as Assistant Comptroller General, in charge of Paper Currency Office, Calcutta.

Mr. A. Newmarch, Assistant Comptroller of India Treasuries, is posted as Assistant Accountant General, Bengal.

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 30th September, 1892.

FIELD OPERATIONS.

ISAZAI.

No. 932.—The Governor-General in Council has been pleased to sanction the despatch of a force, as detailed below, for operations in the Trans-Indus Isazai country. The force will be designated the "Isazai Field Force," and will concentrate at Darband by the 1st October:

1ST BRIGADE OF INFANTRY.

1st Battalion, Bedfordshire Regiment.
25th Bengal Infantry.
4th Sikh Infantry.

2ND BRIGADE OF INFANTRY.

1st Battalion, King's Royal Rifle Corps.
1st Battalion, 5th Gurkha Rifles.
2nd Battalion, 5th Gurkha Rifles.

DIVISIONAL TROOPS.

11th Bengal Lancers (two squadrons).
Nos. 4 and 6 Companies, Bengal Sappers and Miners.
The 30th Bengal Infantry.
No. 3 Mountain Battery, Royal Artillery.
No. 8 Mountain Battery, Royal Artillery.
No. 9 Mountain Battery, Royal Artillery.
No. 1 (Kohat) Mountain Battery.

2. The following officers are detailed for the Staff of the force, and their appointments will have effect from the dates on which they respectively enter upon the duties thereof:

To Command the Force.	Major-General Sir W. S. A. Lockhart, K.C.B., C.S.I.
Aide-de-Camp . .	Lieutenant R. H. M. Currie, 2nd Sikh Infantry.
Orderly Officer . .	Lieutenant G. P. Brasier-Creagh, 9th Bengal Lancers.
Assistant-Adjutant-General.	Brevet-Major A. R. Martin, 1st Battalion, 5th Gurkha Rifles.
Deputy Assistant-Adjutant-General.	Captain R. F. Gartside-Tipping, 1st Bengal Cavalry.
Deputy Assistant Quartermaster-General for Intelligence.	Captain A. H. Mason, D.S.O., Royal Engineers.
Commanding the Royal Artillery.	Lieutenant-Colonel J. Keith, D.S.O., Royal Artillery.

2

Adjutant of Royal Artillery.	Captain G. C. Dowell, Royal Artillery.
Commanding Engineer.	Major M. C. Barton, Royal Engineers.
Superintendent of Army Signalling.	Captain A. E. Jones, 23rd Bengal Infantry.
Assistant Superintendent of Army Signalling.	Lieutenant R. A. Browne, 2nd Battalion, Border Regiment.
Principal Medical Officer.	Surgeon-Colonel R. Harvey, M.D., D.S.O., Indian Medical Service.
Chief Commissariat Officer.	Captain H. M. P. Hawkes, Staff Corps.
Divisional Transport Officer.	Captain W. H. Allen, Staff Corps.
Survey Officer . .	Captain R. E. Wahab, Royal Engineers.
Veterinary Officer .	Veterinary-Captain J. Cooper, Army Veterinary Department.

1ST BRIGADE OF INFANTRY.

To Command . .	Brigadier-General G. T. Pretyman, Royal Artillery.
Brigade-Major . .	Captain B. Duff, 9th Bengal Infantry.
Orderly Officer . .	Captain V. J. Garland, Leinster Regiment.

2ND BRIGADE OF INFANTRY.

To Command . .	Colonel A. G. Hammond, V.C., C.B., D.S.O., Staff Corps (with the temporary rank of Brigadier-General).
Brigade-Major . .	Captain W. G. Hamilton, East Lancashire Regiment.
Orderly Officer . .	Captain R. G. Egerton, Corps of Guides (The Queen's Own).

3. All subsidiary orders regarding the equipment, transport, provisioning, &c., of the force will be issued under the instructions of His Excellency the Commander-in-Chief.

APPOINTMENTS.

ORDNANCE DEPARTMENT.

No. 933.—In G. G. O. No. 516 of 1892, *for* "Lieutenant T. R. Phillips" *read* "Lieutenant F. G. Smallwood."

No. 934.—In G. G. O. No. 746 of 1892, *for* "Lieutenant F. G. Smallwood" *read* "Lieutenant T. R. Phillips."

STAFF CORPS.

No. 935.—Lieutenant James Scott Grove Gloucestershire Regiment, officiating Squadron Officer, 1st Bengal Cavalry, having completed eighteen months' probationary service, is admitted to the Indian Staff Corps from the 20th December 1890, subject to confirmation by the Secretary of State for India.

No. 936.—The undermentioned officers, having completed eighteen months' probationary service, are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenant Alfred Turner Rowlandson, Royal Lancaster Regiment, officiating Wing Officer, 24th (Baluchistan) Regiment of Bombay Infantry,—17th February 1891.

Second-Lieutenants—

Francis Edward Geoghegan, Gloucestershire Regiment, officiating Wing Officer, 24th (Baluchistan) Regiment of Bombay Infantry,—12th February 1891.

Alexander Arthur West, Gloucestershire Regiment, officiating Wing Officer, 1st Regiment, Bombay Infantry,—12th February 1891.

Second-Lieutenants Geoghegan and West will rank as Lieutenants in the Indian Staff Corps from the 12th February 1891, subject to Her Majesty's approval.

FURLOUGH AND LEAVE.

No. 937.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty:

Lieutenant J. B. Bell, Indian Staff Corps, Wing Officer and Quartermaster, 32nd Bengal Infantry, for one year. Pension service—5th year commenced 11th February 1892.

Surgeon-Captain F. P. Maynard, 13th Bengal Infantry, for six months. Pension service—5th year commenced 19th March 1892.

No. 938.—The undermentioned warrant officer is granted leave to proceed out of India on medical certificate under article 920-F, Army Regulations, India, vol. I, part I; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:

Conductor C. Lambert, Ordnance Department, for one year.

No. 939.—The undermentioned warrant officer is granted leave to proceed out of India on private affairs under article 920-F, Army Regulations, India, vol. I, part I, the specified period to count from the date of being struck off duty:

Sub-Conductor J. R. P. Evans, Ordnance Department, for one year.

No. 940.—With reference to G. G. O. No. 698 of 189-, Lieutenant C. N. Baker, Lincolnshire Regiment, probationer, Indian Staff Corps, 2nd Bengal Infantry, has been granted by the Secretary of State for India leave out of India, (m. c.) for six months, with effect from the date on which he sailed from India. Pension service—5th year commenced 19th September 1892.

No. 941.—The undermentioned officers and warrant officers have been granted extensions of furlough or leave by the Secretary of State for India:

Major E. W. Chalmers, Indian Staff Corps, 7th Bengal Cavalry, Superintendent of Rearing Depôt, Hapur, Army Remount Department, (m. c.) for four months.

Major C. A. Mercer, Indian Staff Corps, Commandant, 1st Battalion, 4th Gurkha Rifles, (p. a.) for ten days.

Captain F. R. B. Knox, Indian Staff Corps, Squadron Commander and second-in-command, 4th Lancers, Hyderabad Contingent, (m. c.) till 10th April 1893.

Conductor G. Raffin, Assistant Overseer, Ordnance Department, (m. c.) for three months.

Sub-Conductor J. Carter, Commissariat-Transport Department, (m. c.) for three months.

JUDICIAL.

No. 942.—With reference to section 6 of the General Clauses Act (I of 1887) and section 27, sub-section (*1*), of the Cantonments Act (XIII of 1889), and in supersession of clause 2 of Notification No. 634, dated the 1st July 1892, it is hereby notified that the draft Cantonment Code will be taken into consideration on or after the 31st December 1892.

PROMOTIONS.

No. 943.—The following promotions are made, subject to Her Majesty's approval:

MEDICAL DEPARTMENT.

Surgeon-Lieutenant-Colonels to be Brigade-Surgeon-Lieutenant-Colonels:

Alfred Swaine Lethbridge, M.D., C.S.I., *vice* Brigade-Surgeon-Lieutenant-Colonel J. M. Fleming, retired. Dated 9th April 1892.

Arthur Stephen, M.D., *vice* Brigade-Surgeon-Lieutenant-Colonel K. McLeod, M.D., retired. Dated 16th April 1892.

John Henry Newman, M.D., *vice* Brigade-Surgeon-Lieutenant-Colonel P. Cullen, M.D., retired. Dated 1st June 1892.

ORDNANCE DEPARTMENT.

Bombay.

No. 944.—Conductor James Lacey, Head Overseer, Small Arms Ammunition Factory, Kirki, to be Deputy Assistant Commissary, *seconded*, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval;

Conductor John William Evans, Overseer, Gun Carriage Factory, Bombay, to be Deputy Assistant Commissary, *seconded*, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval;

Conductor John Cullen to be Deputy Assistant Commissary, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval;

Sub-Conductor Thomas Carroll to be Conductor,—

with effect from the 1st September 1892, *vice* Honorary Lieutenant and Deputy Assistant Commissary C. W. Salter, transferred to the pension establishment.

NATIVE ARMY.

No. 945.—*1st Battalion, 3rd Gurkha Rifles*—

Subadar Chamu Singh Burathoki to be Subadar-Major, Jemadar Ransur Rána to be Subadar, and Color-Havildar Umed Singh Thápa to be Jemadar, *vice* Partab Khattri, deceased, with effect from the 4th September 1892.

RETIREMENTS.

No. 946.—Lieutenant-Colonel Edmund Charles Elliston, Indian Staff Corps, Wing Commander and second-in-command, 42nd Gurkha Rifles, has been permitted by the Secretary of State for India to retire from the service, with effect from the 1st October 1892, subject to Her Majesty's approval.

VOLUNTEER CORPS.

ORGANISATION.

No. 947.—The Governor-General in Council is pleased to sanction the constitution of an administrative battalion of volunteers at Rangoon, to be called the "Rangoon Port Defence Volunteers," and to be composed of the Rangoon Naval Volunteers, the Rangoon Volunteer Artillery, and the Rangoon Volunteer Engineers.

No. 948.—The Governor-General in Council is pleased to sanction the formation of a corps of volunteer engineers at Rangoon to be designated the "Rangoon Volunteer Engineers." This corps will form part of the Administrative Battalion, Rangoon Port Defence Volunteers.

APPOINTMENTS.

No. 949.—*Rangoon Port Defence Volunteers*—

Major Richard Carnac Temple, Indian Staff Corps, Commandant of the Rangoon Volunteer Artillery, to be Lieutenant-Colonel Commandant.

No. 950.—*Rangoon Volunteer Engineers*—

Major Richard Carnac Temple, Indian Staff Corps, Commandant of the Rangoon Volunteer Artillery, to be Commandant.

PROMOTIONS.

No. 951.—*Gorakhpur Light Horse*—

Second-Lieutenant James Tullock to be Lieutenant, *vice* Hose, transferred to the supernumerary list.

No. 952.—*Cossipore Artillery Volunteers*—

Mr. Harry Durancé Cartwright to be Second-Lieutenant, *vice* Second-Lieutenant the Hon'ble J. L. Mackay, C.I.E., resigned.

No. 953.—*Mussoorie Volunteer Rifle Corps*—

Mr. John Dixon Bevan to be Lieutenant, *vice* Tweedy, promoted.

No. 954.—*Moulmein Volunteer Rifle Corps*—

Second-Lieutenant Ernest Oliver Ollenbach to be Captain, *vice* Hughes, promoted.

No. 955—*Cawnpore Volunteer Rifle Corps*—

Mr. Arthur Templar Webster to be Second-Lieutenant, *vice* Campbell, promoted.

No. 956.—*Berar Volunteer Rifle Corps*—

Lieutenant Frank Rowley Metcalfe Charles De Rittich Mauduit, Indian Staff Corps, to be Captain, *vice* Higgins, resigned.

MARINE DEPARTMENT.

ORGANIZATION.

No. 57.—Commanders of the Royal Indian Marine holding the appointments of Deputy Director and Assistant Director of the Royal Indian Marine will be officially designated as "Captain," but all others will in future be officially designated as "Commanders."

Paragraph 2 of G. G. O. No. 43, dated 12th October 1883, is cancelled.

E. H. H. COLLEN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Simla, the 30th September, 1892.

Statement of Deposits on account of Estates between the 17th and the 30th September 1892.

On whose account.	Rank.	Corps.	Date of decease.	Testate or Intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					Rs. a. p.		
William Mullins (*a*) .	Apothecary	Sub-Medical Department.	5th November 1891.	Intestate .	48 11 6	...	29th November 1892.
Arthur Lewis Harries (*b*)	Lieutenant.	Indian Staff Corps, 3rd Lancers, Hyderabad Contingent.	20th April 1892.	Ditto .	2,121 13 4	...	

(*a*) *Next-of-kin.*—Brother—Assistant Apothecary Benjamin Stephen Mullins.
Sister—Mrs. Evangeline Mabert.
Address—Station Hospital, Gora Dhaka, Murree Hills.

(*b*) *Next-of-kin.*—Mother—Mrs. Ashfield Harries.
Address—22, Green Park, Bath, England.

E. H. H. COLLEN,
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 26th September, 1892.

No. 338.—Mr. G. W. Sweet, Deputy Examiner of Accounts, is, on return from leave, posted to the Office of the Examiner of Accounts, Eastern Bengal State Railway.

The 27th September, 1892.

No. 339.—Mr. H. J. Richard, Superintending Engineer, 2nd Class, Burma, is appointed to officiate as Chief Engineer and Secretary to the Chief Commissioner, Burma, in the Public Works Department, with effect from the afternoon of the 16th September 1892, during the absence on privilege leave of Colonel W. G. Cumming, R.E.

Mr. R. E. Nelson, Executive Engineer, 1st Grade, Burma, is appointed to officiate as a Superintending Engineer, *vice* Mr. H. J. Richard, with effect from the forenoon of the 13th September 1892.

The 29th September, 1892

No. 340.—Rai Sahib Rakhal Dass Chatterjee, Assistant Engineer, 1st Grade, Bengal, whose services were placed temporarily at the disposal of the Government of Madras for employment on Famine Relief Works, is permanently transferred to Hyderabad.

No. 341.—Mr. W. H. Rushton, Assistant Engineer, 1st Grade, North-Western Provinces and Oudh, has been granted by Her Majesty's Secretary of State for India four months' furlough in extension of the leave notified in Baluchistan Public Works Department Notification No. 16, dated 20th July 1891.

Public Works Department Notification No. 312, dated 6th September 1892, is hereby cancelled

No. 342.—Mr. F. R. Upcott, Superintending Engineer, 2nd Class, temporary rank, and Engineer-in-Chief, Bengal-Assam Railway, is granted special leave on urgent private affairs for four months under Article 348, Civil Service Regulations, with effect from the 20th October 1892, or such subsequent date as he may avail himself of it.

No. 343.—Major H. Clarke, R.E., Examiner of Accounts, Military Works Department, is granted special leave for a period not exceeding three months under Public Works Department Code, Volume I, Chapter V, paragraph 19.

No. 344.—Mr. H. A. D. Wathen, Examiner of Accounts, attached to the Office of the Examiner of Accounts, Military Works Department, is appointed to officiate as Examiner of Accounts, Military Works Department, during the absence of Major H. Clarke, R.E., on special leave.

No. 345.—With reference to Government of India Notification in the Public Works Department, No. 353 of the 21st August 1890, it is notified for information that His Excellency the Governor General in Council has sanctioned further surveys being undertaken for a line of railway from Cuttack to Midnapur and Howrah, with a branch from Midnapur to Sini on the Bengal-Nagpur Railway, and is pleased to place the same under the control of the Director General of Railways.

The project will be known as the Cuttack-Midnapur-Howrah Railway Survey.

The 30th September, 1892.

No. 346.—Mr. H. H. Gahan, Executive Engineer, 2nd Grade, State Railways, is transferred from the establishment under the Government of Madras to that under the Director General of Railways for employment on the Oudh and Rohilkhand Railway.

No. 347.—The services of Mr. F. G. Heaven, Examiner, 4th Class, 3rd Grade, sub. *pro tem.* rank, are, as a temporary arrangement, lent to the Assam-Bengal Railway Company, with effect from such date as he may be relieved of his duties in the Public Works Department.

F. L. O'CALLAGHAN,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, September 24th, 1892.

There has been somewhat less rain over a considerable part of India during the week under review than in preceding weeks, but the weather has been far from settled. Both at the commencement and at the close of the period there occurred a burst of rain which embraced nearly the whole country, but during the middle portion of the week the weather was fair over a large part of Northern India, including Bengal, the Gangetic plain, the Punjab plains, Rajputana, and Sind. Over the Bay a well defined and at times rather deep depression has existed, and this has rendered the weather over the Bay area and the Peninsula very unsettled and rainy. The depression does not appear to have crossed the coast, but seemingly filled up over the Bay, where a very rapid barometric rise occurred on the 22nd and 23rd. In addition to the disturbance over the Bay, a shallow depression appeared over the northern portions of the Bombay Presidency on the 21st, and remained in that region until the close of the week. This disturbance occasioned heavy rain over the districts affected.

The chart of the 18th showed that the barometer was falling over the Indian region, except North-West India. The fall was brisk over North-East India, and a large shallow depression existed over the Bay. Readings were highest in Malabar and the south of the Bay, and gradients were moderate in that region, though very slight elsewhere. The winds were cyclonic around the Bay, westerly across the Peninsula, and easterly or variable over Northern India. There had been no rain in Sind, Guzerat, or the west of the Punjab, and only light scattered showers over North-East India and the Gangetic plain. Elsewhere the fall had been general, and in parts of the North-West Provinces, of the Punjab, and of Rajputana exceptionally heavy for the season. On the 19th the distribution of pressure was very little changed. The depression still existed over the Bay with moderately steep gradients on its southern and south-eastern sides. In Northern and Central India pressure was very uniform. The winds had shifted to the northward and westward over Northern India, but were elsewhere little changed. There was hardly any rain over Northern India or the greater part of Burma, but in the Peninsula and Lower Burma the fall continued general. On the 20th the barometer was falling, except in Burma and Bengal, and the depression over the Bay had become more pronounced. Gradients were steep over the Bay, but in other parts of the Indian region pressure remained uniform. The winds had become light and variable on the west coast, but elsewhere the directions were about the same as on the preceding day. There was again no rain of importance over Northern India; and in the Peninsula, though the fall continued general, the amounts, except at a few western stations, were lighter than on the 19th. On the 21st pressure was increasing, except at a few places in Madras. Within the area of depression over the Bay, however, pressure had been steady, and this, combined with the brisk barometric rise in surrounding regions, had produced much steeper gradients over the Bay. A slight shallow depression had also appeared over the Konkan, Guzerat, and Sind. Elsewhere readings were very uniform. On the morning of the 22nd the chart showed that the depression previously noticed over the Bay had filled up, and a very rapid increase of pressure had occurred over Madras. In other parts of India the barometer had risen

more or less briskly, except at a few stations in Berar, the Deccan, and North Konkan, where pressure was affected by the slight depression noticed over that region on the 21st. The winds were variable and generally light, except on the Circars Coast. There was a little more rain over Burma and Bengal, but over the greater part of Northern India only a few scattered showers were reported. Over the Peninsula the rainfall continued general, and at Malegaon the fall was heavy. On the 23rd the barometer was falling in North-West and Central India and still rising elsewhere. Pressure was lowest over the northern portions of the Bombay Presidency, and a small centre of depression had been developed over the Gulf of Cambay. The winds were cyclonic in that neighbourhood, and easterly winds were re-appearing up the Gangetic plain. In other places the directions were rather variable. There was very little rain in Madras, but there had been some extension of rain in Northern India, and in Kathiawar the fall was heavy. On the 23rd the small depression previously noticed over the Gulf of Cambay was shown over Lower Sind, but there was little other change. The winds were southerly to westerly over the greater part of the country, and there had occurred a considerable extension of rainfall, so that Behar, Malabar, and the extreme north-west of India were the only regions where rain had not fallen. In several places the falls were large.

Temperature.—The cessation of the rainfall over the northern portions of India during the middle days of the week exercised a marked influence on the temperature, and the mean temperature of the whole of India was relatively to the average nearly 1° higher than it was during the previous week. The following table shows the variations of the mean temperature from the normal on each day of the week for the principal provinces of India :—

PROVINCE.	18th.	19th.	20th.	21st.	22nd.	23rd.	24th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	+1·5	+1·0	+2·3	+1·4	+0·8	+0·7	+0·7	+1·2
Bengal and Assam . .	+1·7	+2·2	+2·2	+2·5	+0·2	+0·1	+0·2	+1·3
North-West Provinces and Oudh.	—1·5	0	+1·1	+1·9	+2·[illegible]	+1·9	+0·9	+0·9
Punjab	—3·3	—4·0	—0·9	+0·4	+0·4	+0·5	—0·5	—1·1
Bombay	—1·9	—2·0	—1·8	—0·8	0	—0·5	—0·2	—1·0
Central Provinces and Berar	—0·5	+0·7	+1·2	+1·2	+1·8	+1·0	+1·4	+1·0
Central India and Guzerat .	+0·2	—0·1	+1·4	+1·1	+2·2	+1·4	—0·9	+0·8
Sind and Rajputana . .	+0·4	—0·2	+0·9	+1·8	+2·8	+2·6	+0·6	+1·3
Madras	—1·2	—1·3	—1·3	—1·9	—2·2	—0·3	—1·3	—1·4
Mean for whole India . .	—0·5	—0·4	+0·6	+0·8	+0·9	+0·8	+0 1	+0·3

In the Peninsula and the Punjab the mean temperature was below the normal average, but in all other parts it was above, the greatest abnormal excess being in North-East India.

Rain.—The table at the close of the summary shows that rain has fallen during the week in all the divisions of India, the average actual fall ranging from 5·05 inches in the East Coast (North *a*) division to only 0·03 in Sind. The other divisions in which the fall was heavy are the East Coast (Central) with a fall of 4·81 inches, Kathiawar with a fall of 4·65 inches, Khandeish

with a fall of 4·42 inches, and the Konkan with a fall of 4·05 inches. The divisions within with the average actual fall of the week was less than one quarter of an inch are Oudh (South), the North-West Provinces (Central), the Punjab (West), and Sind. According to the normals, the rainfall of the week under review should be heaviest in Tenasserim, Assam (Surma), North Bengal, and the Konkan, and lightest in the Punjab (West and South), Rajputana (West), and Sind. In the last named division no rain is expected. Consequently the principal difference between the actual and normal distribution of rain exists in the lightness of the rainfall in North-East India and Burma and its heaviness on the Madras Coast, in Kathiawar, and in Khandeish. These exceptionally heavy falls were due, as explained in the former part of the summary, to the effect of the two depressions which affected those regions. The third column of the table shows that of the fifty divisions into which India is divided, twenty-eight had less and twenty-two had more than the usual amount of the week. The region of excessive rain included the following divisions: The North-West Provinces (West), the Punjab (South, Central, Submontane, Hill districts, and West), the Bombay Deccan, Khandeish, Berar, Guzerat, Kathiawar, Sind, Central India, Rajputana, and all the Madras divisions, except the South Central. In all other parts of India the rainfall was more or less in defect. The greatest actual excess was 3·75 inches in the East Coast (Central), and the greatest actual deficiency was 2·12 inches in Tenasserim.

The three concluding columns of the table show the actual and normal rainfall for the whole period from May 29th to September 24th, 1892, and the difference of the former above or below the latter expressed as a percentage. The most marked feature presented by these columns is the general deficiency over Burma and North-East India and the general excess elsewhere. Assuming that a departure of less than 20 per cent from the normal implies that the rainfall of the division has been about equal to the normal requirements, the last column shows that in East Bengal, in Deltaic Bengal, and in Central Bengal the rainfall of the present monsoon period has been deficient, while in all the other divisions it has equalled or exceeded the average. The greatest excess has been in the west of the Punjab, but in the south and submontane districts of the Punjab, in the Deccan, Khandeish, Berar, Sind, Hyderabad, and the East Coast (Central) the fall for the season has been largely in excess of the normal.

The following are the largest total amounts recorded in the different divisions during the week:

Division.	District.	Station.	Amount.
Burma	Henzada	Zalun	13·80 inches.
Assam	Sylhet	Sudder	7·08 "
Bengal	Chittagong	Ditto	5·53 "
North-West Provinces	Muttra	Ditto	5·28 "
Punjab	Rohtak	Gohana	4·98 "
Malabar	South Kanara	Coondapur	6·49 "
Konkan	Thana	Dahanu	12·12 "
Deccan	Kolhapur	Bawda	17·10 "
Khandeish	Khandeish	Pachora	10·25 "
Berar	Basim	Pusad	7·63 "
Guzerat	Surat	Bardoli	7·64 "
Central India	Bhopal	Bhilsa	4·09 "
Rajputana	Ajmere	Bhinai	15·93 "
Madras	Vizagapatam	Salur	13·20 "
Ditto	Kistna	Dachepalle	10·09 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING SEPTEMBER 24TH.			RAINFALL DATA FROM MAY 29TH TO SEPTEMBER 24TH, 1892.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall since May 29th to September 24th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
BURMA	Tenasserim	2·38	4·50	— 2·12	160·73	149·24	+ 8
	Lower Burma	1·92	3·22	— 1·30	70·39	76·11	— 8
	Central Burma	1·97	2·59	— 0·62	53·78	56·58	— 5
	Upper Burma	1·89	?	?	23·02	?	?
	Arakan	2·24	3·21	— 0·97	136·84	155·66	— 12
BENGAL AND ASSAM	Eastern Bengal	2·23	2·60	— 0·37	46·19	67·33	— 31
	Assam (Surma)	3·83	4·68	— 0·85	121·89	123·82	— 2
	Do. (Brahmaputra)	1·42	2·31	— 0·89	54·34	54·55	0
	Deltaic Bengal	1·48	1·78	— 0·30	32·56	43·21	— 25
	Central Bengal	0·97	1·87	— 0·90	34·54	43·41	— 20
	North Bengal	2·74	4·22	— 1·48	93·71	89·65	+ 5
	Orissa	1·65	2·77	— 1·12	39·01	41·67	— 6
	Chota Nagpur	0·95	1·55	— 0·60	38·31	42·37	— 10
	Behar (South)	0·44	1·19	— 0·75	33·33	35·11	— 5
	Do. (North)	0·32	1·44	— 1·12	44·80	40·02	+ 13
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0·31	1·37	— 1·06	37·27	32·73	+ 14
	Oudh (South)	0·12	1·82	— 1·70	36·25	31·19	+ 16
	Do. (North)	0·35	2·06	— 1·71	38·55	33·86	+ 14
	North-Western Provinces (Central).	0·20	1·46	— 1·26	33·02	29·59	+ 12
	North-Western Provinces (West).	1·41	1·15	+ 0·26	28·63	24·61	+ 16
	North-Western Provinces (Submontane).	0·69	1·80	— 1·11	39·73	36·29	+ 9
PUNJAB	Punjab (South)	0·61	0·21	+ 0·40	17·73	11·05	+ 60
	Do. (Central)	1·81	0·77	+ 1·04	22·84	18·33	+ 25
	Do. (Submontane)	1·23	0·70	+ 0·53	34·01	22·35	+ 52
	Do. (Hill Districts)	2·15	1·18	+ 0·97	62·53	55·34	+ 13
	Do. (North-West)	0·34	0·37	— 0·05	20·45	14·04	+ 46
	Do. (West)	0·11	0·08	+ 0·03	12·53	5·47	+ 129
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	1·64	2·28	— 0·64	97·42	94·02	+ 4
	Madras (South Central)	0·52	0·82	— 0·30	18·59	20·76	— 10
	Coorg	1·63	2·71	— 1·08	93·82	85·43	+ 10
	Mysore	0·54	0·90	— 0·36	21·98	21·79	+ 1
	Konkan	4·05	4·19	— 0·14	125·04	109·55	+ 14
	Bombay Deccan	2·23	0·99	+ 1·24	35·84	21·30	+ 68
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	4·42	1·16	+ 3·26	29·28	19·52	+ 50
CENTRAL PROVINCES AND BERAR.	Berar	2·54	1·65	+ 0·89	45·98	30·43	+ 51
	Central Provinces (West)	0·90	1·68	— 0·78	42·34	37·21	+ 14
	Ditto (Central)	0·82	1·55	— 0·73	47·92	46·64	+ 3
	Ditto (East)	0·50	1·48	— 0·98	54·61	42·96	+ 27
BOMBAY (NORTH)	Guzerat	3·55	1·60	+ 1·95	47·37	41·10	+ 15
	Kathiawar	4·65	1·63	+ 3·02	27·48	24·68	+ 11
	Sind	0·03	0	+ 0·03	4·92	3·28	+ 50
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	1·33	1·19	+ 0·14	38·62	34·09	+ 13
	Rajputana (East), Central India (West).	3·42	0·49	+ 2·93	54·66	25·09	+ 38
	Rajputana (West)	0·73	0·21	+ 0·52	16·11	12·77	+ 25
MADRAS	East Coast (North)	4·25	2·09	+ 2·16	31·03	23·74	+ 31
	Ditto (ditto) (a)	5·05	1·69	+ 3·36	46·06	46·15	0
	Hyderabad (South)	1·56	1·00	+ 0·56	32·54	19·40	+ 68
	Madras (Central)	2·35	1·05	+ 1·30	31·68	14·90	+ 46
	East Coast (Central)	4·81	1·06	+ 3·75	23·92	14·79	+ 62
	Ditto (South)	1·11	0·76	+ 0·35	17·48	14·01	+ 25
	Madras (South)	0·38	0·33	+ 0·05	5·11	6·14	— 17

SIMLA, *29th September, 1892.*

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 24th September.*—Rainfall very heavy in the Circars and the greater part of the Deccan; heavy in most of the Karnatic districts; moderate in the remainder and in the Central and Western districts; fair in Madura; no rain in Tinnevelly; fall excessive in parts of the Circars, Deccan, and Karnatic. Cultivation and sowing still proceeding briskly. Standing crops generally good, though somewhat damaged by excessive rain in parts and by continued want of rain in the south. Harvest continues; outturn fully average. Pasture and water-supply ample. Prices of principal food-grains much cheaper in the Circars; slightly cheaper in the Karnatic and Central districts; easier in the Southern and Western districts; and nearly stationary elsewhere

Bombay.—*For week ending 28th September.*—Rain throughout the Presidency Proper and in one district of Sind; excessive and injurious to standing crops, especially cotton in parts of three districts. Crops also damaged by rats, locusts, or other insects in parts of Sind and Bijapur. Prospects otherwise good. Preparation for late crops progressing in several districts, but retarded in parts owing to excessive rain. Harvesting of early crops progressing in five districts. Prices generally steady. Agricultural stock good and fodder sufficient.

Bengal.—*For week ending 24th September.*—Rainfall of the week has been fairly general, but too light in most parts of the province; more rain is now required in several districts. Condition of the winter-rice crop is generally satisfactory, except in four districts, where sufficient rain has not yet fallen. The Burdwan report shows some improvement during the week. Harvesting of all autumn crops and jute nearly finished. Cultivation for the spring harvest has begun. Prices of rice are generally high and almost stationary; but those of Indian-corn and *Eleusine coracana* have fallen considerably. Cattle are generally doing well, and there is an ample supply of fodder and water in almost all districts.

North-Western Provinces and Oudh.—*For week ending 28th September.*—The rainfall during the week has been generally light, except in two districts. Prospects are favourable everywhere. Harvesting of autumn crops in progress; outturn good. Ground for the spring harvest being prepared, and sowings begun in some districts. Prices fairly steady.

Punjab.—*For week ending 28th September.*—Rain has fallen in all but four districts. Canals flowing in Multan. Ploughings and sowings for spring crops in progress, but more rain wanted in three districts. Condition of standing crops good. Locusts appeared in parts of the Ferozepore, Rawalpindi, and Dera Ismail Khan districts, but have done no damage; measures are being taken for their destruction. Cattle are generally in good condition, and fodder is reported to be sufficient throughout the province. Prices rising in two districts, falling in two others, and stationary elsewhere.

Central Provinces.—*For week ending 28th September.*—The break in the weather which set in during the past week has continued during the week under report, and has proved beneficial to standing crops. It did not, however, set in early enough to save the sesamum and cotton crops in Hoshangabad. Elsewhere agricultural prospects are very favourable. Sowings of winter crops commenced in one district and in part of another.

Burma.—*For week ending 24th September.*—LOWER BURMA: Transplanting nearly completed. Standing crops everywhere in good condition. UPPER BURMA: Transplanting of wet-weather paddy in progress generally. Reaping of early wet-weather paddy completed in two districts and in progress in three others. One-third of this crop has failed in Shwebo for want of rain. Cotton being picked in two districts and sowing of millets in progress. Prospects of standing crops are good, but more rain is wanted in places. Four-fifths of the paddy crops in the Sadaung township and in part of Sagaing have failed for want of rain; elsewhere in that district prospects are favourable. A fair outturn of all crops is expected. The price of paddy has decreased considerably in four districts and slightly in two, while it has risen in three others.

Assam.—*For week ending 27th September.*—Weather seasonable. Transplanting of late-rice over. Condition of cattle fair. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 28th September.*—MYSORE: Rainfall general. Standing crops good, except in parts of one district, where more rain is still wanted. *Eleusine coracana* harvested in parts. Prices fallen in two districts.

COORG: Rainfall fair. Standing crops in good condition; reaping of *Eleusine coracana* and picking of cardamom in progress. Slight fall in prices. Water and fodder for cattle sufficient.

Berar and Hyderabad.—*For week ending 28th September.*—BERAR: Average rainfall good. Weather cool and cloudy. Autumn crops damaged owing to excessive rain. Weeding progressing in three districts. Land under preparation for the spring harvest in one district. Fodder and water sufficient. Cattle in good condition. Prices almost stationary.

HYDERABAD: Rainfall good during the week. Excessive rain is spoiling the autumn crops. Tanks and wells full. Grass plentiful. Prices steady.

Central India.—*For week ending 28th September.*—Rain general. Agricultural operations continue, except in Goona, where rain has been excessive. Condition of standing crops generally good, except in Goona. Pasturage good and sufficient. Agricultural stock in good condition, except in parts of Bhopal. Prices generally steady.

Rajputana.—*For week ending 28th September.*—Ten States and Ajmere district report rather more rain than is wanted; hence autumn crops have suffered. Agricultural prospects, however, generally good; millets and maize being harvested in Ulwar and Merwara. Ploughing for the spring harvest in progress in Merwara and Bikanir. Cattle in excellent condition and pasturage abundant throughout. Prices steady in nine States, falling in four others, and rising in one. FAMINE RELIEF: *Numbers on works:*—Ajmere-Merwara, 3,258 (mostly in Merwara) against 6,468 last week; Marwar (report not received). *On gratuitous relief:*—Ajmere-Merwara 652 against 789 last week; Kishengarh, 37; Marwar (report not received).

Nepal.—*For week ending 22nd September.*—Weather fine with occasional showers. Prospects favourable.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF AUGUST 1892.

No. I.—As to Age and Sex.

	DEMERARA.				TRINIDAD.				SURINAM.				TOTAL.		GRAND TOTAL.
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female	Total.	Proportion of women to men.	Male.	Female.	Total.	Proportion of women to men.	Male.	Female.	
Under 2 years	18	20	44	48·71 women per every 100 men.	18	17	35	48·56 women per every 100 men.	12	13	25	39·63 women per every 100 men.	48	56	104
From 2 to 10 years	68	62	130		39	26	65		26	19	45		133	107	240
" 10 " 20	113	49	162		52	35	87		25	12	37		190	96	286
" 20 " 30	548	224	772		288	136	424		253	97	350		1,089	457	1,546
" 30 " 40	51	27	78		42	14	56		53	21	74		146	62	208
" 40 " 50	1	1	2		1	1	2		2	2	4		4	4	8
Above 50 years	...	...	...		...	...	...		...	...	...		..	..	..
GRAND TOTAL	799	389	1,188		440	229	669		371	164	535		1,610	782	2,392

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	DEMERARA.			TRINIDAD.			SURINAM.			TOTAL.		GRAND TOTAL.
	Male.	Female	Total.	Male.	Female.	Total.	Male.	Female	Total	Male.	Female.	
Orissa	2	...	2	1		1	...	.	...	3	...	3
Western Bengal	..	..		18	7	25	1	1	2	19	8	27
Central ditto	...	..	..	1	...	1	1	.	2	2	1	3
Eastern ditto	1		1	...	...	...	...	...	...	1	...	1
Behar	124	64	188	109	31	140	64	18	82	297	113	410
North-Western Provinces	484	265	749	268	177	445	166	90	256	918	532	1,450
Oudh	170	48	218	40	11	51	133	50	183	343	109	452
Central India	1	3	4	1	1	2	..	...	...	2	4	6
Punjab	3	4	7	...	...	...	2	1	3	5	5	10
Nepal and Native States	12	4	16	1	2	3	4	3	7	17	9	26
Mixed Bombay and Madras	2	1	3	1	..	1	...	...		3	1	4
GRAND TOTAL	799	389	1,188	440	229	669	371	164	535	1,610	782	2,392

No. III.—As to Caste and Religion.

	DEMERARA.			TRINIDAD.			SURINAM.			TOTAL.		GRAND TOTAL.
	Male.	Female	Total.	Male.	Female.	Total.	Male.	Female	Total	Male.	Female.	
Brahmins and high castes	38	8	46	57	22	79	71	39	110	166	69	235
Agriculturists	367	175	542	161	66	227	140	53	193	668	294	962
Artisans	60	31	91	38	14	52	23	7	30	121	52	173
Low castes	238	133	371	151	115	266	89	34	123	478	282	760
Musalmans	95	42	137	33	12	45	48	30	78	176	84	260
Christians	1	...	1	..	...	..	..	1	1	1	1	2
GRAND TOTAL	799	380	1,188	440	220	669	371	164	535	1,610	782	2,392

Memo.

	Males.	Females.	Total.
1. Hindus	1,433	697	2,130
2. Musalmans	176	84	260
3. Christians	1	1	2
TOTAL	1,610	782	2,392

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT

REVENUE AND AGRI

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras ...	...	...	...	1,683	6,359	5,942	...	...	..	1,683	6,359	5,942
Bombay ...	...	...	...	44,808	67,081	81,217	...	...	...	44,808	67,081	81,217
Sind ...	...	...	...	...	...	.	12,401*	18,892*	6,108	12,401	18,892	6,108
Bengal ...	7,138	6,495	8,924	...	8	..	...	...	...	7,138	6,503	8,924
N.-W. P. & O. ...	3,722	4,255	9,270	11	620	5,430	...	...	..	3,733	4,875	14,700
Punjab ...	1,717	...	...	...	121	206	72*	21*	397	1,789	142	603
Cent. Provs. ...	...	2	...	374	1,102	122	...	...	...	374	1,104	122
Berar ...		304	...	4,039	8,317	3,705	...	...	..	4,039	8,681	3,705
Assam ...	70	250	50	...		...	...	...	...	70	250	50
Raj. & C. I. ...	4,155	1,101	...	9,552	42,285	39,621	...	...	...	13,707	43,440	39,621
Nizam's Terry. ...	...	...	...	10,404	3,152	3,367	...	...	.	10,404	3,152	3,367
Mysore	...	...	.	...	...	..	..	...	...	...	.	...
TOTAL ...	10,802	12,527	18,244	70,871	1,29,045	1,39,610	12,473	18,913	6,505	1,00,146	1,60,485	1,64,359
WHEAT—												
Madras ...	..	...	...	..	...	.	...	...	...	...	..	...
Bombay ...	...	5	...	34,574	44,021	1,10,793	...	...	.	34,574	44,026	1,10,793
Sind ...	...	...	...	.	...	.	5,20,336*	7,17,713*	2,06,526	5,20,336	7,17,743	2,06,526
Bengal ...	2,41,959	3,56,417	1,47,135	...	...		...	..	.	2,41,959	3,56,417	1,47,135
N.-W. P. & O. ...	94,837	2,42,299	1,38,659	24,411	76,383	10,804	...	...	.	1,19,248	3,18,682	1,48,523
Punjab ...	4,217	60,981	5,303	57,539	3,62,119	19,011	6,61,700*	11,27,608*	4,20,789	7,23,456	15,50,708	4,51,103
Cent. Provs. ...	3,559	2,344	2,856	3,36,991	1,34,098	2,33,037	...	..	..	3,40,550	1,36,442	2,35,893
Berar ...	...	...	.	2,477	3,392	19,230	...	...	...	2,477	3,392	19,230
Assam ...	...	...	175	...	...	...	...	...	...	...	...	175
Raj. & C. I.	...	547	1,624	29,703	38,353	40,731	...	...	..	29,703	38,900	42,355
Nizam's Terry. ...	.	...	..	...	130	...	...	...		...	130	...
Mysore ...	...	...	...	...	..	.	...	..	...		...	...
TOTAL ...	3,44,482	6,02,593	2,85,752	4,05,755	6,59,396	4,48,666	11,[illegible]	18,45,351	6,33,315	20,01,3[illegible]3	31,67,340	13,07,733
LINSEED—												
Madras ...	...	...	...	81	...	2,041	...	...	...	81	...	2,041
Bombay ...	...	...	...	9,806	17,459	40,595	...	...	...	9,806	17,459	40,595
Sind ...	...	...	...	...	...	...	.	...	...	...	...	...
Bengal ...	5,66,426	8,27,352	2,47,680	...		...	...	.	...	5,66,426	8,27,352	2,47,680
N.-W. P. & O. ...	1,52,330	4,22,809	1,60,052	1,126	16,071	2,257	...	...	...	1,53,756	4,39,780	1,62,309
Punjab ...	...	...	3,503	...	...	...	...	...	...	...	...	3,503
Cent. Provs. ...	6,068	10,535	2,958	10,155	54,102	19,939	...	...	...	16,223	64,637	22,897
Berar ...	...	...	...	11,261	17,049	29,619	...	...	...	11,261	17,049	29,619
Assam ...	14,621	14,096	4,214	...	...		...	...	...	14,621	14,096	4,214
Raj. & C. I. ...	2,253	6,532	303	5,023	24,181	24,818	...	...	...	8,170	30,713	25,121
Nizam's Terry. ...	...	...	..	8,969	8,070	20,068		...	...	8,969	8,070	20,068
Mysore ...	...	...		...	...	.	...	...	.	...	...	.
TOTAL ...	7,41,698	12,81,324	4,18,710	47,621	1,37,892	1,39,337	...	...	...	7,89,319	14,19,216	5,58,047
INDIGO—												
Madras ...	...	...	...	Not available.	85	...	Not available.	...	...	...	85	...
Bombay ...	...	...	..			4		...	...	...	...	4
Sind ...	...	...	..		..	...		305*	1,072	...	305	1,072
Bengal ...	12	28	25		...	...		...	...	12	28	25
N.-W. P. & O. ...	...	16	46		...	...		...	...	...	16	46
Punjab ...	..	...	9		...	...		93*	196	...	93	205
Cent. Provs. ...	...	...	...		1	2		...	...	...	1	2
Berar ...	...	...	...		...	...		...	...	...	...	...
Assam ...	...	...	..		...	...		...	...	...	...	...
Raj. & C. I. ..	...	...	...		...	...		...	...	...	...	...
Nizam's Terry. ...	...	...	...		...	...		...	...	...	...	...
Mysore ...	...	...	...		...	...		...	...	...	...	...
TOTAL ...	12	44	80		86	6		398	1,268	12	528	1,354

* Exclusive of river traffic.

REVENUE AND AGRICULTURAL DEPARTMENT:

Simla, the 29th September, 1892.

OF INDIA.

CULTURAL DEPARTMENT.

TICS.

LINSEED, AND INDIGO.

Bombay Town, and Karachi, during the month of July 1892 and from 1st January 1892 to 31st July 1892, periods of the years 1890 and 1891.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.

Calcutta.			Bombay Town.			Karachi.			TOTAL.			Articles, and whence exported.
1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
												COTTON, RAW—
...	...	...	10,633	14,968	5,984	...	...	...	10,633	14,968	5,984	Madras.
7	6	...	35,84,825	33,14,318	36,85,141	...	...	...	35,84,832	33,14,324	36,85,141	Bombay.
...	...	...	...	...	...	2,69,701*	2,70,604*	2,01,826	2,69,701	2,70,604	2,01,826	Sind.
67,543	36,454	73,068	...	18	...	...	...	...	67,543	36,472	73,068	Bengal.
4,42,811	2,15,742	1,96,038	3,34,633	3,99,561	1,61,914	126	1	...	7,77,570	6,15,304	3,57,952	N.-W. P. & O.
72,205	14,258	237	92,311	62,483	1,837	1,04,320*	46,675*	12,213	2,68,836	1,23,416	14,287	Punjab.
1	4,658	13,643	70,029	1,05,446	73,973	...	...	...	70,030	1,10,104	87,616	Cent. Provs.
...	10,451	10,134	16,42,469	16,45,497	14,49,747	...	...	...	16,42,469	16,55,948	14,59,881	Berar.
20,706	3,705	14,578	...	...	...	...	...	...	20,706	3,705	14,578	Assam.
1,00,807	31,340	9,051	8,30,681	10,30,943	7,13,599	...	...	...	9,31,488	10,62,283	7,22,650	Raj. & C. I.
...	...	...	32,975	17,119	18,388	...	...	...	32,975	17,119	18,388	Nizam's Terry.
...	...	...	23	...	...	...	...	...	23	...	...	Mysore.
7,04,080	3,16,614	3,16,749	65,98,579	65,90,353	61,10,583	3,74,147	3,17,280	2,14,039	76,76,806	72,24,247	66,41,371	TOTAL.
												WHEAT—
...	...	...	...	...	...	...	...	...	...	...	...	Madras.
...	5	.	7,44,014	19,88,475	9,55,994	...	...	...	7,44,014	19,88,480	9,55,994	Bombay.
...	...	...	...	...	...	15,71,552*	24,47,079*	11,11,102	15,71,552	24,47,079	11,11,102	Sind.
12,77,352	17,14,866	10,09,697	21	24	1	...	...	...	12,77,373	17,14,890	10,09,698	Bengal.
8,89,970	31,80,179	40,86,026	1,23,982	17,84,918	24,68,233	...	2,812	1,353	10,13,952	49,67,909	65,55,612	N.-W. P. & O.
41,780	1,04,607	85,794	2,23,648	12,60,844	9,19,116	26,19,280*	41,82,341*	39,84,956	28,84,708	56,37,792	49,89,866	Punjab.
50,376	64,124	15,914	35,69,476	66,79,254	43,82,920	...	...	...	36,19,852	67,43,378	43,98,834	Cent. Provs.
...	735	...	1,84,764	4,57,800	3,62,167	...	...	...	1,84,764	4,58,535	3,62,167	Berar.
...	367	453	...	...	...	...	...	...	...	367	453	Assam.
...	1,319	12,209	6,38,975	9,35,028	10,46,557	...	...	...	6,38,975	9,36,347	10,58,766	Raj. & C. I.
...	...	...	...	3,035	2	...	...	...	...	3,035	2	Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
22,59,478	51,56,202	52,10,093	54,84,880	1,31,09,378	1,01,34,990	41,90,832	66,32,232	50,97,411	1,19,35,190	2,48,97,812	2,04,42,494	TOTAL.
												LINSEED—
...	...	...	5,491	1,518	2,041	...	...	..	5,491	1,518	2,041	Madras.
...	...	488	4,82,831	9,50,937	9,01,516	...	...	...	4,82,831	9,50,937	9,02,004	Bombay.
...	...	...	...	...	...	...	...	7	...	...	7	Sind.
28,87,786	32,25,606	18,57,414	...	1,161	18	...	...	...	28,87,786	32,26,767	18,57,432	Bengal.
8,33,783	21,47,825	23,03,532	44,760	2,61,298	1,01,122	191	...	...	8,78,734	24,09,123	24,04,654	N.-W. P. & O.
...	...	4,980	...	...	1,841	402*	347*	60	402	347	6,881	Punjab.
57,207	98,506	2,84,471	8,52,144	16,87,855	10,47,818	...	...	...	9,09,351	17,86,361	13,32,289	Cent. Provs.
...	...	533	3,50,904	10,05,975	10,14,277	..	...	...	3,50,904	10,05,975	10,14,810	Berar.
89,100	53,872	31,486	...	...	...	...	...	...	89,100	53,872	31,486	Assam.
1,05,103	1,53,110	1,79,078	4,58,027	9,36,522	9,22,628	...	...	...	5,63,130	10,89,632	11,01,706	Raj. & C. I.
...	...	...	3,06,296	5,54,063	4,43,295	...	...	...	3,06,296	5,54,063	4,43,295	Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
39,72,979	56,78,919	46,61,982	25,00,453	53,99,329	44,34,556	593	347	67	64,74,025	1,10,78,595	90,96,605	TOTAL.
												INDIGO—
...	...	...	Not available.	309	285	Not available.	...	...	...	309	285	Madras.
...	...	...		207	415		...	...	...	207	415	Bombay.
...	...	...		...	...		2,339*	4,273	...	2,339	4,273	Sind.
7,173	2,025	7,796		...	...		...	...	7,173	2,025	7,796	Bengal.
1,242	1,775	3,910		...	39		...	...	1,242	1,775	3,949	N.-W. P. & O.
...	1,051	9		65	5		969*	2,532	...	2,085	2,546	Punjab.
...	...	3		19	3		...	...	...	19	6	Cent. Provs.
...	...	...		...	...		...	...	...	...	...	Berar.
...	...	...		...	...		...	...	...	...	...	Assam.
...	...	...		211	690		...	...	...	211	690	Raj. & C. I.
...	...	...		35	1		...	...	...	35	1	Nizam's Terry.
...	...	...		...	...		...	...	...	...	...	Mysore.
8,415	4,851	11,718	...	846	1,438	...	3,308	6,805	8,415	9,005	19,961	TOTAL.

* Exclusive of river traffic.

N.B.—The indigo figures entered in columns 18 and 21 under Bombay Town and Karachi represent the imports during April, May, June, and July 1891 only, the figures from January to March 1891 not being available.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

No. XXIII OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92.	Week ending 19th September 1891.			Week ending 17th September 1892.			Earnings from 1st April to 19th September 1891.	Earnings from 1st April to 17th September 1892.	Increases in 1892-93.	Decreases in 1892-93.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
State lines worked by companies.											
Standard gauge—											
East Indian (*a*)	590	1,634	8,90,788	545	1,634	8,19,011	501	2,32,34,566	2,25,60,217	...	6,74,349
Bengal-Nágpur	150	831	54,366	65	831	70,746	85	29,61,722	25,69,777	...	3,91,945
Indian Midland	127	752	53,430	71	752	60,739	81	21,01,449	23,13,355	2,11,906	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,28,392	196	1,674	2,63,000	157	99,17,404	1,00,17,346	99,942	...
South Indian	150	901	1,28,638	143	1,106	1,46,011	132	35,03,514	35,49,317	45,803	...
Southern Mahratta	86	1,044	71,116	68	1,044	83,907	80	22,29,757	19,92,878	...	2,36,879
Bengal and North Western (*b*)	130	721	64,464	89	755	72,930	97	24,22,437	24,57,425	34,988	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	157	6,578	42	199	8,465	43	2,45,103	3,01,312	56,209	...
TOTAL	250	7,712	15,97,772	207	7,995	15,24,809	191	4,66,15,952	4,57,61,627	...	8,54,325
State lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	2,395	5,36,344	224	2,450	4,18,159	171	1,50,70,286	1,09,91,170	...	40,79,116
Oudh and Rohilkhand	244	692	1,34,570	194	692	1,09,433	158	41,15,807	39,24,629	...	1,91,178
Eastern Bengal (including metre and 2' 6" gauges)	284	777	2,98,422	384	777	3,07,820	396	51,81,006	49,00,595	...	2,80,411
Bengal Central (*d*)	117	125	16,774	134	125	17,290	138	3,39,951	3,40,259	308	...
Metre gauge—											
Burma (*e*)	203	609	81,389	134	715	1,16,098	162	23,64,939	29,22,039	5,57,100	...
Special gauges—											
Jorhát	47	25	1,504	64	25	1,477	59	30,983	32,836	1,853	...
Cherra-Companyganj	44	8	244	30	8	237	30	7,810	6,750	...	1,060
TOTAL	251	4,631	10,69,337	231	4,792	9,70,514	203	2,71,10,782	2,31,18,278	...	39,92,504
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,485	4,76,307	371	1,400	4,21,419	283	2,09,57,012	1,77,72,281	...	31,84,731
Bombay, Baroda and Central India	500	461	1,92,690	418	461	1,61,000	349	65,03,668	68,60,066	2,66,398	...
Madras	216	840	1,92,143	229	840	1,75,624	209	44,75,471	42,11,905	...	2,63,566
TOTAL	468	2,786	8,61,140	309	2,791	7,58,073	272	3,20,26,151	2,88,44,252	...	31,81,899
TOTAL (GUARANTEED AND STATE)	290	15,120	35,28,258	233	15,578	32,53,396	209	10,57,52,885	9,77,24,157	...	80,28,728
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	19,724	121	162	18,269	113	4,93,886	4,72,518	...	21,368
Tárakeshwar	258	22	3,850	175	22	3,838	174	1,37,658	1,32,601	...	5,057
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	5,07[illegible]	80	67	5,449	81	1,87,122	2,16,402	29,280	...
Dibru-Sadiya	128	...	...	...	...	(*g*)	...	(*h*) 2,34,855	(*i*) 2,37,721	2,866	...
TOTAL	135	251	29,358	117	251	27,556	110	10,53,521	10,59,242	5,721	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	56,990	161	354	43,231	122	12,25,612	11,89,431	...	36,181
The Gaekwar's Petlád	91	13	1,678	129	13	610	47	30,366	28,592	...	1,774
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	27,052	91	311	33,106	106	6,17,667	6,15,268	...	2,399
The Gaekwar's Mehsána	50	93	3,318	36	93	2,330	25	90,440	1,16,206	25,766	...
Kolhápur	55	29	1,630	56	29	1,550	53	(*k*) 35,798	39,054	3,256	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,055	42	72	1,970	27	98,437	1,17,415	18,978	...
TOTAL	107	857	93,723	109	872	82,797	95	20,98,320	21,05,966	7,646	...
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	10,671	99	108	9,555	88	3,31,870	2,39,412	...	92,458
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	23,218	70	334	18,111	54	6,76,354	7,92,284	1,15,930	...
Jodhpur-Bickaneer	72	188	15,648	83	291	14,600	50	2,49,781	4,34,409	1,84,628	...
Special gauge—											
Morvi	63	94	6,169	66	94	5,199	55	1,58,878	1,51,455	...	7,423
TOTAL	76	616	45,035	73	719	37,910	53	10,85,013	13,78,148	2,93,135	...
GRAND TOTAL	269	16,961	37,07,045	219	17,528	34,11,214	195	11,03,21,609	10,25,06,925	...	78,14,684

(*a*) Includes the Patna-Gya state railway.

(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.

(*c*) Includes the Jammu and Kashmir railway.

(*d*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.

(*e*) Includes the Mu Valley state railway.

(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti state railways.

(*g*) Return not received.

(*h*) Total receipts from 1st April to 12th September 1891.

(*i*) Total receipts from 1st April to 10th September 1892.

(*k*) Total receipts from 21st April to 19th September 1891.

F. B. HEBBERT, *M. Inst. C. E.*,
Under-Secretary.

..., the 29th September, 1892.

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CALCUTTA, SATURDAY, OCTOBER 1, 1892.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 26th March, 1892.

From the 2nd April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 26th March all Notifications and other matter intended for publication in those Parts should be addressed to the Officiating Publisher at Simla.

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Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 30th September 1892.

NOTIFICATIONS.

No. 2759P.—APPLICATIONS in respect of the under-mentioned inventions have been filed, during the week ending the 24th September 1892 under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888.

No. 245 of 1892.—John Armstrong Chanler of New York, United States of America, Lawyer, for "Improvements in pavements."

No. 246 of 1892.—Francis J. E. Spring Mem. Inst. C.E. Engineer-in-Chief of the Kistna-Godavari Bridges, Bezwada, Madras Presidency, for dealing with the contraction and expansion of the rails on railway girder bridges to be entitled a "Rail Expansion Joint."

No. 247 of 1892.—Francis J. E. Spring, Mem. Inst. C.E. Engineer-in-Chief of the Kistna and Godavari Bridges. Bezwada, Madras Presidency, for the adjustment of the camber, or vertical curvature, of iron girder bridges during their erection to be entitled a "Girder Camber Jack."

No. 248 of 1892.—Annet Taitte, Mechanical Engineer, of Leighneux (Loire), in the Repúblic of France, for "Improvements in or relating to velocipedes and the like."

No. 2760P.—THE under-mentioned design has been registered, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies of the design have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every design is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee:—

No. 64D of 1892.—Schroder Smidt & Co., Merchants at No. 7, Old Court House Street, Calcutta for "A multicolored floral border design with or without centre design stitched with woollen on cotton or silk-thread on woollen or cotton or mixed or silk-cloth in any combination of colours."

No. 2761P.—THE fee prescribed in Schedule 4 of Act V of 1888 has been paid for the continuance of exclusive privilege during the period 2nd January 1893 to 1st January 1894 in respect of the undermentioned invention:—

No. 98 of 1888.—Thomas Witter of 190 Blackburn Road, Bolton in the County of Lancaster, England, Fire Engineer, for improvements in automatic fire extinguishing sprinklers.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs, Act 1888.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATIONS.

Quetta, the 19th September, 1892.

No. 5732.—Under the provisions of paragraph 85, Army Regulations, India, Volume IX (Volunteers), Major S. W. Sutton, Commanding the Baluchistan Volunteer Rifle Corps, is granted leave to Europe for six months, with effect from the 10th October, 1892, or such other date as he may avail himself of it.

The 22nd September, 1892.

No. 5794.—The following changes and transfers in the Graded List of Tahsildars and Munsiffs are ordered, with effect from the 15th September, 1892 :—

Munshi Syad Rasul, Tahsildar, 4th grade, and Tahsildar, Quetta, is appointed to be Superintendent in the Quetta Settlement. Bashir Ali Khan, Officiating Tahsildar, 4th grade, is appointed to be a Tahsildar, 4th grade, sub. *pro tem.*, *vice* Munshi Syad Rasul, on deputation. Bashir Ali Khan will remain posted to Sibi until Lala Tola Ram's return from leave.

By Order,

W. STRATTON, *Captain*,

First Assistant.

AGENT TO THE GOVERNOR-GENERAL FOR CENTRAL INDIA.

NOTIFICATIONS.

Indore Residency, the 23rd September, 1892.

No. 5764.—Second Lieutenant E. F. Carwithen, attached to the 1st Regiment, Central India Horse, is granted privilege leave for 60 days, with effect from the 30th September, 1892, or the subsequent date on which he may avail himself of it.

The 26th September, 1892.

No. 5801.—Lieutenant H. A. Lash, of the 1st Regiment, Central India Horse, is granted privilege leave for sixty days, with effect from the 20th September, 1892, or the subsequent date on which he may avail himself of it.

By Order,

C. E. ROSS,

Asst. Agent to the Govr.-Genl. for Central India.

The 26th September, 1892.

No. 5816.—The six weeks' privilege leave granted to Captain M. J. Meade, Indian Staff Corps, Political Agent in Bhopal, in this Office Notification No. 5220, dated 29th August, 1892, is extended by twelve days.

By Order,

J. RAMSAY,

First Asst. Agent to the Govr.-Genl. for Central India.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATION.

Abu, the 26th September, 1892.

No. 3481-G.—Sub-Hospital Assistant Muhammad Nazir on reserve duty with the Deoli Irregular Force, was granted sixty days' leave of absence on full pay from the 15th September, 1892.

By Order,

S. F. BAYLEY, *Lieut.*,

First Asst. Agent to the Govr.-Genl., Rajputana.

TREASURE TROVE.

NOTICE.

It is hereby notified under Section 5 of the Indian Treasure Trove Act, VI of 1878, that on the 13th of July, 1892, treasure, as detailed below, valued at R152-2-8, was found in a vacant village site of Alambadi village, Trichinopoly Taluk, Trichinopoly District :—

Description of articles.	Weight in seers.	Approximate value.		
		R	*a.*	*p.*
1. Copper idol	97½	48	12	0
2. Copper idol of Krishnaswami . .	65	32	8	0
3. Copper idol of Goddess . . .	51¼	25	10	0
4. Copper idol of Goddess . .	52¼	26	2	0
5. Copper Chakram	20	10	0	0
6. Copper Bell	7½	3	12	0
7. Copper Chombu	3⅓	1	10	8
8. Copper Goblet	7¾	3	14	0
TOTAL .	304½	152	2	8

2. All persons claiming the said treasure, or any part thereof, are hereby required to appear personally or by agent before the Collector of Trichinopoly, at his office, on Wednesday, the 8th of February, 1893, in view to the matter being enquired into and determined according to the provisions of the Act.

W. H. WELSH,

Collector of Trichinopoly.

TRICHINOPOLY COLLECTOR'S OFFICE,

The 22nd September, 1892.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 21st September, 1892.

No. 27-A.—The following temporary promotions are authorised in the Engineer Establish-

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 30th September 1892.

NOTIFICATIONS.

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M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and
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By Order,

W. STRATTON, *Captain*,

First Assistant.

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NOTIFICATIONS.

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C. E. ROSS,

Asst. Agent to the Govr.-Genl. for Central India.

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By Order,

J. RAMSAY,

First Asst. Agent to the Govr.-Genl. for Central India.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATION.

Abu, the 26th September, 1892.

No. 3481-G.—Sub-Hospital Assistant Muhammad Nazir on reserve duty with the Deoli Irregular Force, was granted sixty days' leave of absence on full pay from the 15th September, 1892.

By Order,

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First Asst. Agent to the Govr.-Genl., Rajputana.

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3. Copper idol of Goddess	51¼	25 10 0
4. Copper idol of Goddess	52¼	26 2 0
5. Copper Chakram	20	10 0 0
6. Copper Bell	7½	3 12 0
7. Copper Chombu	3¼	1 10 8
8. Copper Goblet	7½	3 12 0
TOTAL	304½	152 2 8

2. All persons claiming the said treasure, or any part thereof, are hereby required to appear personally or by agent before the Collector of Trichinopoly, at his office, on Wednesday, the 8th of February, 1893, in view to the matter being enquired into and determined according to the provisions of the Act.

W. H. WELSH,

Collector of Trichinopoly.

TRICHINOPOLY COLLECTOR'S OFFICE,

The 22nd September, 1892.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 21st September, 1892.

No. 27-A.—The following temporary promotions are authorised in the Engineer Establish-

ment of the Military Works Department, with effect from the dates specified :—

NAME.	From	To	Date.
Hingston, Lieutenant G.B., R.E.	A. E. I.	E. E. IV	15th Aug. 1892.
Stafford Lieutenant E. H. W. H., R.E.	do.	do.	26th Aug. 1892.

The 22nd September, 1892.

No. 28-A.—Mr. Southon, Honorary Assistant Engineer, 1st grade, held charge of the current duties of the Office of the Executive Engineer, Agra Division, Military Works, in addition to his own duties, from the forenoon of the 29th July, 1892, to the afternoon of the 15th August, 1892.

J. DAY, *Capt., R.E.,*
for *Director-General of Military Works.*

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATION.

Simla, the 20th September, 1892.

No. 46.—The undermentioned officers are transferred from the Kashmir Railway Survey :—

To the Wazirabad-Mooltan Railway Survey.

Mr. P. P. Dease, Executive Engineer, 1st grade.

To the Kalka-Simla Railway Survey.

Mr. C. H. C. Bickerton, Executive Engineer, 2nd grade, sub. *pro tem.*

To the Mari-Attock Extension Railway and Frontier Railway Survey.

Mr. E. G. Coutts, Assistant Engineer, 2nd grade.

R. A. SARGEAUNT, *Lt.-Col., R.E.,*
Director-General.

NORTH WESTERN RAILWAY.

NOTIFICATION.

Lahore, the 23rd September, 1892.

No. 9.—Mr. C. L. Biscoe, District Traffic Superintendent, North Western Railway, is granted, under Article 371 of the Civil Service Regulations, one year's furlough, with effect from such date as he may be permitted to avail himself of it.

M. C. BRACKENBURY, *Lieut.-Col., R.E.,*
Offg. Manager, N. W. Railway.

NOTICE.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion, Norfolk Regiment of Infantry, dated at Rangoon, this 20th day of September, 1892.

Number, Rank, and Name,—No. 2442, Private Arthur Raymond De-la-Taste.
Age,—27 years 1 month.
Height,—5 feet 10 inches.
Colour of—
Complexion, dark; Hair, dark brown; Eyes, dark brown.
Date of Desertion or Absence,—9th September, 1892.
Place of Desertion or Absence,—Rangoon, Burma.
Date of Enlistment,—6th August, 1889.
At what place Enlisted,—Winchester.
Parish and County in which Born,—Jersey, Channel Islands.
Place of residence for last 12 months before enlistment,—*Nil.*
Marks,—Zulu Assegaies and shield in blue ink on right forearm.
Trade,—None.
Regimentals, or plain clothes, Regimentals
REMARKS,—Under 4 years' service.

E. W. MARGESSON, *Lieut. and Adjt.*
for *Lieut.-Colonel,*
Comdg. 1st Norfolk Regt.

Report of a Deserter or Absentee without leave, from the 2nd Battalion, The Royal Irish Regiment, dated at Lucknow, this 21st day of September, 1892.

Number, Rank, and Name,—No. 1690, Private James Secchitanio.
Age,—26 years 11 months.
Height,—5 feet 9 inches.
Colour of—
Complexion, dark; Hair, dark brown; Eyes, brown.
Trade,—Sailor.
Date of Enlistment,—2nd February, 1884.
Place of Enlistment,—Dublin.
Parish and County in which born,—St. John's, New Brunswick, Nova Scotia.
Date of Desertion or Absence,—16th September, 1892.
Place of Desertion or Absence,—Lucknow.
Marks,—Scar on right side.
REMARKS,—He is a clever Gymnast.
Under 9 years' service.

H. W. N. GUINNESS, *Major,*
Comdg. 2nd Battn., The Royal Irish Regt.

Report of a Deserter or Absentee without leave, from the 2nd Battalion, West Yorkshire Regiment of Foot, dated at Benares, this 24th day of September, 1892.

Number, Rank, and Name,—No. 1388 W. Y.—Private William John Thompson.
Age,—25 years.
Height,—5 feet 6 inches.
Colour of—
Complexion, fair; Hair, brown; Eyes, grey.
Date of Desertion or Absence,—22nd September, 1892.
Place of Desertion or Absence,—Benares.
Date of Enlistment,—25th May, 1886.
At what place enlisted,—London.
Parish and County in which born,—Camberwell, London.
Place of residence for last 12 months before enlistment,—Not known.
Marks,—Brown patch outer side right thigh; face freckled.
Trade,—Grocer.
Regimentals or plain clothes,—Plain clothes.
REMARKS,—D. C. M. prisoner, escaped from guard-room in company with Private J. Shircore, Deserter from East Kent Regiment, who was found travelling with the Alan-Godfrey Surprise Party.
Under 7 years.

A. J. PRICE, *Major,*
Comdg. Wing 2nd Battn., West Yorkshire Regt.

Report of a Deserter or Absentee without leave, from the 1st Battalion, The Buffs, East Kent Regiment of Infantry, dated at Fort William, this 26th day of September, 1892.

Number, Rank, and Name,—No. 3102—E. Kent, Private John Shircore.
Age,—21 years.
Height,—6 feet 1 inch.
Colour of—
Complexion, fair; Hair, fair; Eyes, brown.
Trade,—Actor.
Date of Enlistment,—8th February, 1890.
Place of Enlistment,—Dum-Dum.
Parish and County in which Born,—Melbourne, Australia.

Date of Desertion or absence,—22nd September, 1892.

Place of Desertion or absence,—Benares.

Marks,—Back of right shoulder brown discoloration of skin.

Broke out of the guard-room at Benares when a prisoner and is supposed to be with the Allan-Godfrey Variety Troupe.

Under 3 years' service.

R. A. HICKSON, *Major,*
Comdg. 1st Battn., The Buffs.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 26th September, 1892.

No. 8601.—Mr. C. H. Watts, Mail Officer, 1st class, Sea Post Office, Bombay, is appointed to act, until further orders, as Deputy Postmaster, Bombay, *vice* Mr. G. A. T. Bennett, appointed to act as Presidency Postmaster, Bombay.

The 27th September, 1892.

No. 8663.—Mr. T. C. D'Rozario, Postmaster, Bangalore, is granted privilege leave for three months, with effect from the date on which he may avail himself of it. The following acting appointments are made during his absence, or until further orders:—

Mr. G. Prime, Deputy Postmaster, Madras, to act as Postmaster, Bangalore.
Mr. T. S. Carroll to act as Deputy Postmaster, Madras.

A. U. FANSHAWE,
Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 27th September, 1892.

Bennett, Esq.
Bernard & Co., Messrs.
Birch, J. R. K., Capt.
Bush Hart, Miss.
Gibson, Vincent Mr.
Graham, J. F. N.
J. Halton Hall & Co., Messrs.
Hamilton, Herbert, Mrs.
Hope & Co.
Indian Trading Co.
John Moir & Co.
Miller & Pedler, Messrs.
Ramsden & Co., Messrs.
The Secretary, Convent College.
Warringham & Co., Messrs.
Williams & Co., Messrs.

Letters marked "Care of Post Office."

Abbe Cooper, Miss.
Abeasis, J., Mr.
Alexander, George.
Atkinson, F. S.
Augustine, S. M.
Barton, J. G.
Bean, H.
Brown, Frank.
Charlton, J. G.
Clark, Harry.
Commandant, Malacca Police.
Conway, Esq.
Culbard, Mr.
Davis, Lacy, Mrs.
Davies, Reginald.
Davis, Esq.
DeCruz, B., Miss.
Deseyaux, Charles.
Dowley, C. B.
Drummond, G.
Earl, T. S.
English, Wm. A., Dr.
Ewan, Francis.
Findlay, J. C.
Finkler, M.
Harraden, O., Esq.
Harrington, Rev.
Hlellde, Mrs.
Home, W. D., Mr.
Humpage, Alf. Mr.
Isaacs, Elias H.
Kiener, Miss Bethy.
Lackersteen, M. L.
Lebihan, Monsieur.
Leonardi, F.
Leonardi, O.
Leslie, W.
Meik, Thos.; care of A. Hough, Esq.
McCoy, G. E.
Mittar, C. M., Mrs.
Moolla Moosajee.
Naser, Sam. E.
Newcombe, Alfred.
Parkinson, A., Mrs.
Parsons, John.
Patnoy, Mrs.
Patterson, E. L.
Peatling, T. H.
Pryce, A. E.
Remmington, F. A., Capt.
Reynolds, R.
Roberts, R.
Saloo, B., Mr.
Sceats, Frank S.
Smith, Ed. A., Esq.
Smith, E. Esq.
Sponce, Reginald, Esq.
St. Clair, C., Mrs.
St. John, J. M. H.
Staff, Ernest.
Summers T., Mr.
Swarch, Sofia.
Swetenham, E., Col.
Tambkin, S.
Tod, John.
Wallace, R. C.
Wallace, R. E.
Wallerstein, Major.
Walton, H. E.
Wyndham, Wm.

Registered Letters.

Abromovitz Sophie.
Aldham, C. J., Esq.
Browning or Waugh, E. S., Mrs.
Jones, F. H., Esq.
Labowtez, Julia, Madam.
Lawler, M., Mrs.
Schoidhan, Dr. Franzis.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. W.
Abbolid, W. L.
Berghton, T. D.
Brantz, R.
Bulkley, Mrs.
Bird, G. F.
Borhan, F. R. F., Lt.
Bassit, E.
Barboza, A.
Burnett, J. B.
Bagshawe, C.
Cory, Miss.
Collens, J. H.
Charle, M. C.
Crauford, W. L. C.
D'Silva, J.
Devare, Miss.
Fries, J.
Faulker.
Fisher, H., Revd.
Goldenber, J.
Gore, St. G. C., Maj.
Hill, R.
Hamilton, A. G.
Herloger, H.
Hum, F.
Henderson, A.
Jaffries, W. F.
Jones, A. B., Mrs.
Jeott, A.
Jackson, E. J.
Jopp, Col. R. A., R.E.
Koch, G.
Kimerling, M.
Killy, E. H., Dr.
Lawrence, C. L.
Lemarchand, C. H.
McDonald, W. J.
McPhee.
Marinbarke, J.
Majo, S.
Merharl, R.
Manzze, L.
Nolan, A. H., Mrs.
Nazarette, L. J
Owen, W., Surg.-Maj.
Owen, W. S.
Pilts, S., Mrs.
Pukett, S. A.
Priestly.
Park, C. L.
Philips, G. M.
Roland, C.
Ray, H.
Royal, B., Madam.
Rafimio, F.
Ray, A., Mrs.
Rawbone, A. J.
Roche, J. V.
Smith.
Stewart, C. H.
Stijmam, E. A., Mrs.
Shvarts, M.
Spencer, H.
Stoddard, W. A.
Thompson, C. S., Revd.
Townsend, E. S.
Thomson, A. C.
Vinceht, A. H.
VonKugelonao, H.
Vukers, W.
Warwicke, G. H.
Williamson, A.
White, L., Mrs.
Willy, T.
Wood, R.

Unclaimed Letters held in the Barrackpore Post Office on the 29th August, 1892.

Alexander, W. P.
Bakur, F. O.
Carter, S. H.
Chamberlain, E.
Chew, G. E.
Cobin, R. M.
Corbett, R. D.
George, J.
Goward, E.
Gray, T. D.
Hopkinson, W.
Holton, J.
Jowedis, L. G.
(Parker, C. F.) Maw, P. W.
Pattison, F. A.
Pym. G.
Sanderson. H. E.
Shircore, J.
Tayler, G.

GEO. ED. WALKER,
Offg. Presidency Postmaster, Calcutta.

The 1st October, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	5th Oct.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	4th ,,	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies.	5th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands China, and Japan.	3rd ,,	Ditto.
Australia, New Zealand, and Tasmania.	3rd ,,	Ditto.
Straits, China, and Japan . .	7th ,,	Per Steamer *Wingsang.*
Rangoon and Moulmein . .	4th ,,	Per Steamer *Canara.*
Rangoon, Moulmein, Penang, and Singapore.	7th ,,	Per Steamer *Purnea.*
Akyab, Kyaukpyu, Sandoway, and Rangoon.	5th ,,	Per Steamer *Kistna.*
Madras, Colombo, Straits, and Hong-Kong.	3rd ,,	Per A. Lloyd's Str. *Niobe.*
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GEO. ED. WALKER,
Offg. Presidency Postmaster, Calcutta.

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From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

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Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows:—

1 Pound tin,	R16,	or, post free,	R16-12.
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CALCUTTA, SATURDAY, OCTOBER 1, 1892.

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DEENBAI PESTONJI FRAMJI BHAWNUGGRI.

BOMBAY, BOHORA BAZAR,
The 5th September, 1892.

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SREEMUTTY KOOSUM KAMINI DEBBY,

Administratrix to the estate of late Deno Nath Sen,
9, Shama Charn Dey's Street, Calcutta.



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The Gazette of India.

No. 40.} CALCUTTA, SATURDAY, OCTOBER 1, 1892.

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GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1892.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadjan pea (*Cajanus indicus*.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	8 15	9 3	9 6	11 11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 0	9 0
Tavoy	...	...	...	...	10 5	10 5	11 7	11 7	‡	‡	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	15 3
Moulmein and Amherst	7 14	7 14	...	...	8 1	8 1	9 11	9 11	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 5	8 5	10 14	10 14	‡	‡	...	...	...	...	...	...	11 2	11 2	20 8	20 8	...	...	143 0	143 0	14 3	14 3
Rangoon	9 8	9 8	...	...	9 0	9 0	10 0	10 8	10 8	10 0	...	...	...	...	...	...	11 0	12 8	...	...	...	...	125 0	125 0	16 8	17 8
Thôngwa	...	...	...	...	5 13	6 9	9 4	9 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	9 6	9 6	10 8	11 10	...	...	...	...	...	...	...	...	10 9	10 9	...	...	...	...	211 2	193 6	19 4	19 4
Pegu (inland)—																										
Shwegyin	...	...	...	...	6 6	6 6	6 14	6 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	8 13	9 8	12 10	11 0	...	...	...	...	...	...	...	...	7 6	7 6	...	...	7 6	7 6	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	9 5	8 5	9 5	8 5	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	8 1	8 1	8 13	8 13	...	...	...	...	...	...	...	...	11 14	11 14	...	...	9 6	9 6	161 10	161 10	14 3	14 3
Toungoo	...	...	...	...	9 1	9 11	10 10	11 0	...	...	...	...	...	...	...	...	10 14	10 14	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	10 5	...	...	8 12	8 12	9 13	10 10	‡	‡	...	...	...	...	...	...	12 13	12 13	28 3	‡	...	...	392 0	392 0	12 14	12 14
Upper Burma—																										
Mandalay	10 14	11 6	...	...	10 2	10 10	11 0	11 10	21 5	19 10	...	...	...	...	...	...	10 5	10 6	10 3	18 8	8 14	8 14	70 0	70 0	18 0	18 0
Bhamo	‡	‡	...	...	6 5	6 5	7 11	7 11	‡	‡	...	...	...	...	...	...	9 0	9 11	‡	‡	2 2	7 2	218 0	218 0	9 10	9 10
Pakôkku	‡	‡	...	...	6 9	6 2	8 10	8 0	28 0	‡	...	...	...	...	...	...	11 3	13 8	‡	‡	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	4 0	4 0	...	...	7 2	7 2	8 14	8 14	10 11	10 11	...	...	...	...	...	...	14 4	14 4	20 13	20 13	5 13	5 13	222 10	222 10	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	12 8	12 8	15 6	16 0	11 12	11 12	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	14 0	14 0
Kyaukpyu	...	...	...	...	10 9	10 7	11 7	11 6	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	15 0	16 8
Akyab	...	...	...	...	10 0	9 0	11 0	10 8	...	...	...	...	...	...	...	...	9 0	9 0	...	...	9 0	9 0	130 0	130 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	12 4	12 4	13 8	13 5	...	...	...	...	...	...	...	...	11 12	12 4	...	...	...	...	107 0	107 0	10 12	10 6
Cachar	8 0	8 0	...	...	9 0	8 0	11 0	11 0	...	...	...	...	...	...	...	...	12 0	12 8	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintiá Hills	...	...	...	...	5 8	5 14	7 0	7 2	...	...	...	...	...	...	...	...	8 1	8 8	16 0	16 0	...	...	100 0	100 0	7 3	7 4
Garo Hills	...	...	...	...	...	...	11 0	10 0	...	...	...	...	...	...	...	...	8 0	...	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	12 0	12 0	...	...	6 8	6 8	11 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	15 0	15 0	80 0	80 0	10 0	10 0
Kámrúp	8 0	8 0	...	...	10 0	10 0	10 0	12 0	...	...	...	...	...	...	...	...	10 8	11 8	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	6 0	6 0	...	...	10 0	10 10	12 0	12 8	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	100 0	9 0	10 0
Nowgong	...	...	...	...	7 0	8 0	8 0	8 0	...	...	...	...	...	...	...	...	8 0	7 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 0	10 0	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	60 0	60 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 4	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	8 5½	8 0	8 14	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	3 0	3 0	4 0	4 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	30 0	30 0	3 8	3 8
Eastern—																										
Backergunge	...	...	...	...	9 0	6 4	10 8	10 8	...	...	...	...	...	...	...	...	13 3	13 0	8 0	...	10 0	10 0	80 0	80 0	10 10	10 10
Noakhali	...	...	...	...	10 0	11 0	12 0	12 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	7 8	7 8	8 13	10 8	...	...	...	...	...	...	...	...	10 8	10 8	...	...	...	...	110 0	110 0	9 0	9 0
Tippera	7 8	7 8	...	...	8 0	8 4½	8 12½	9 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	7 10	7 13	...	...	10 0	10 0
Dacca	10 8	10 8	...	...	9 8	9 8	10 8	11 8	...	...	...	...	...	...	...	...	13 0	13 12	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Mymensingh	9 8	9 8	...	...	8 0	10 0	9 0	13 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	8 0	...	...	10 0	10 8	11 0	11 8	...	...	...	...	...	...	...	...	13 0	13 8	...	...	9 2	10 8	160 0	160 0	9 0	9 0
24-Parganas	11 8	11 8	16 0	16 0	8 0	8 0	12 0	12 0	...	...	...	...	...	...	7 0	8 0	14 8	14 8	...	...	17 0	17 0	100 0	100 0	11 0	11 0
Midnapore	10 8	10 8	...	...	10 8	11 4	12 0	13 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 0	11 0	11 0
Howrah	...	...	...	...	8 7	8 10	12 12	13 5	...	...	...	...	...	...	...	...	...	...	...	...	10 10	10 10	106 0	106 0	10 10½	10 10½
Calcutta	11 0	11 0	14 12	14 12	8 0	8 0	10 10	10 10	15 3	14 8	10 10	10 0	...	...	10 0	8 0	14 0	14 0	15 3	...	15 3	15 3	85 0	85 0	11 6	11 6
Hooghly	12 5	12 5	14 9	14 9	8 0	8 0	10 0	10 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	11 0	11 7	120 0	120 0	10 5	10 0
Nadia (Krishnagar)	12 0	11 15	20 0	17 12½	10 2½	10 0	11 7	11 2	...	...	...	...	...	...	...	...	14 14	15 9	...	...	17 12½	17 12½	...	...	10 10½	10 10½
Jessore	11 0	10 0	...	...	9 8	9 0	12 0	12 0	...	...	...	...	...	...	...	...	14 8	14 8	...	...	16 0	16 0	120 0	120 0	9 12	10 8
Faridpur	14 0	13 0	...	...	8 0	10 0	11 0	12 0	...	...	...	...	...	...	...	...	13 0	12 0	...	...	...	...	...	...	10 0	10 8
Central—																										
Bankura	11 0	11 0	...	...	10 0	10 0	12 8	14 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	220 0	220 0	10 0	10 0
Burdwan	12 15	12 0	...	...	9 12	10 2	12 6	12 9	...	...	...	...	...	...	...	...	14 12	14 9	...	...	16 4	18 0	100 0	100 0	12 0	11 10
Birbhum	11 4	11 4	9 0	9 0	10 4	10 4	12 0	12 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	12 0	12 0	160 0	160 0	10 4	10 4
Murshidabad	12 0	12 0	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	17 0	17 0	200 0	200 0	10 8	10 8
Sonthal Parganas	11 0	11 0	...	...	10 8	9 0	13 0	11 8	...	...	...	...	...	...	...	...	12 0	12 0	13 0	12 0	15 0	15 0	200 0	200 0	10 0	10 0
Pabna	13 8	13 8	...	...	6 14	6 12	12 6	12 6	...	...	...	...	...	...	...	...	13 12	13 5	...	...	17 12	15 12	200 0	200 0	9 12	9 12
Bogra	11 4	12 0	...	...	9 0	9 12	11 4	10 8	...	...	...	...	...	...	...	...	12 0	13 12	...	...	...	...	90 0	90 0	9 9	9 9
Rajshahi	12 0	12 0	18 12	19 8	9 12	9 0	10 14	10 14	...	...	...	...	...	...	...	...	15 12	15 0	...	...	17 0	16 12	240 0	240 0	9 9	9 9
Malda	12 0	12 0	...	...	10 0	10 0	14 0	12 0	...	...	...	...	...	...	16 0	16 0	15 0	14 0	...	...	...	...	120 0	120 0	10 0	9 8
Northern—																										
Rangpur	11 4	11 4	...	...	8 0	8 0	10 6	8 12	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	80 0	80 0	10 0	10 0
Dinajpur	10 0	10 0	16 0	16 0	9 10	9 0	15 10	11 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	14 0	14 0	160 0	160 0	10 4	9 0
Jalpaiguri	11 0	11 0	14 0	16 0	6 0	6 0	10 8	10 0	...	...	...	...	...	...	...	...	13 8	13 8	...	...	8 0	8 0	200 0	160 0	9 8	10 0
Darjeeling	8 0	8 0	9 0	10 0	5 0	5 0	10 0	9 0	...	...	...	...	13 0	10 8	...	...	10 8	10 8	16 0	14 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	9 3	9 3	...	...	7 8	7 8	11 13	12 0	...	...	...	...	...	...	...	...	14 7§	13 0	...	...	13 10	13 13	80 0	80 0	10 0	10 0
Cuttack	8 3	7 14	...	...	7 14	8 13	11 2	11 13	...	...	...	...	...	...	...	...	14 7†	15 6	...	...	15 12	15 12	80 0	80 0	11 0	11 0
Balasore	11 0	11 0	10 0	10 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0* to 13 0§	12 0§ to 13 0	...	...	10 12	10 12	160 0	160 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	13 0	13 0	...	...	12 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	16 0	...	14 0	14 0	120 0	120 0	9 0	9 0
Manbhum	11 8	11 8	18 0	...	13 0	12 8	15 0	15 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	16 0	16 0	...	...	10 10	10 8
Lohardaga	7 0 to 9 8	7 0 to 9 8	11 0	11 0	12 0	11 0 to 12 0	14 0 to 15 4	13 0 to 14 0	...	...	...	...	33 0	30 0	...	...	11 4 to 12 0	11 4 to 12 0	20 0	17 0	11 0 to 14 0	11 0 to 13 0	140 0 to 160 0	140 0 to 160 0	9 0	9 0
Palámau	11 13	10 11	...	...	10 15	10 11	14 1	12 15	...	...	...	...	27 0	...	...	...	14 1	12 6	20 4	16 14	...	...	...	...	8 7	7 5
Hazáribágh	11 0	11 8	14 0	14 0	8 0	8 0	12 8	11 8	...	...	...	...	24 0	24 0	...	...	13 0	13 8	17 0	16 0	15 0	15 0	240 0	240 0	8 0	9 0

* Chhola. † Kalai. ‡ Not sold. § Birí or Kalai. (a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1892—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Eleusine coracana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or Thur, Cadjan Pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	13 8	13 0	14 0	13 4	9 0	9 0	11 8	10 0	13 8	13 5	15 0	16 0	20 0	16 0	18 0	13 0	17 0	16 0	22 0	20 0	17 0	16 0	160 0	120 0	10 8	10 8
Gaya	12 8	12 8	16 8	16 0	9 0	9 0	12 8	12 0	16 4	16 0	16 8	14 0	...	...	16 8	16 4	18 0	17 0	20 0	16 0	19 0	19 0	200 0	200 0	10 0	10 0
Patna	15 0 to 16 0	14 8 to 15 8	21 0	20 0	10 0	10 0	14 0	13 0	22 0	19 0	...	...	...	...	21 0	20 0	21 0	18 8	30 0	21 0	23 0	22 0	130 0	130 0	11 8	11 8
Shahabad	13 8	13 0	16 0	16 0	8 0	9 0	11 0	11 0	...	...	...	...	...	...	8 0	8 0	16 0	17 0	20 0	16 0	16 0	16 0	140 0	140 0	11 0	11 0
Bihár, north—																										
Purnea	11 0	12 0	...	...	18 0	11 0	16 0	12 0	...	...	...	...	21 0	21 0	16 0	15 0	13 0	13 0	16 0	16 0	13 0	13 0	320 0	80 0	11 0	10 0
Bhágalpur	13 14	13 14	15 2	15 2	10 1	10 1	11 6	11 6	...	...	...	...	...	...	...	..	15 12	15 2	25 4	15 2	17 10	17 10	164 0	164 0	10 11	10 11
Darbhanga	12 10	12 1	13 3	17 10	11 0	10 0	13 12	12 10	...	...	...	...	27 8	17 1	15 6	14 14	17 9	16 8	24 3	16 8	18 11	17 10	176 0	176 0	9 12	10 4
Muzaffarpur	13 0	13 0	18 0	18 0	8 0	9 0	12 8	11 8	...	...	...	...	20 0	...	...	...	19 0	17 0	18 0	17 0	19 0	19 8	160 0	160 0	10 8	10 8
Saran	14 0	13 8	21 0	19 0	8 8	8 8	11 10	11 5	...	...	14 0	14 0	21 8	20 0	13 8	13 0	19 0	17 10	20 8	19 12	20 0	20 0	160 0	160 0	10 8	10 8
Champaran	13 0	13 0	17 4	16 0	9 0	9 0	13 0	13 0	...	...	...	...	19 8	19 0	...	...	16 0	16 8	17 10	16 0	17 8	18 0	160 0	160 0	10 8	10 0
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	18 0	18 0	8 0	8 0	12 0	12 0	20 0	20 0	17 0	16 0	18 0	18 0	11 0	12 0	18 0	18 0	22 0	22 0	21 0	22 0	100 0	100 0	9 0	9 0
Benares	13 0	13 0	17 9	17 1	9 8	9 3	10 0	10 0	17 11½	17 7	16 12½	16 6	...	...	13 8	11 5	17 11½	16 15	...	...	20 0	20 0	125 0	125 0	9 8	9 8
Ghazipur	13 8	13 8	17 6	17 6	6 7	6 7	11 0	11 0	18 0	18 0	16 1	16 1	20 10	20 10	10 5	10 5	19 0	17 6	...	...	20 10	20 10	180 4	180 4	9 10	9 10
Jaunpur	13 4	12 8	19 8	19 0	7 0	7 0	11 0	10 4	...	...	...	...	...	...	...	...	20 8	21 0	...	...	23 0	24 0	160 0	160 0	10 0	10 0
Allahabad	12 0	12 4	17 4	17 0	8 0	8 0	9 4	9 8	18 0	18 8	18 0	18 4	...	...	11 0	11 8	18 8	18 6	...	...	21 4	21 0	90 0	90 0	10 0	10 0
Central—																										
Bánda	16 0	16 0	22 0	22 0	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	22 0	21 8	...	...	23 0	23 0	180 0	180 0	10 8	10 8
Fatehpur	13 0	13 0	20 0	20 0	10 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	20 0	19 8	...	...	23 0	21 4	160 0	160 0	11 0	11 0
Hamírpur	...	16 4	...	...	...	9 0	...	10 4	...	21 8	..	20 8	...	...	..	...	...	21 8	...	...	...	...	...	140 0	...	11 0
Jalaun	16 4	17 0	21 0	21 0	9 0	9 0	10 0	10 0	21 0	21 0	20 0	20 0	18 0¶	18 0¶	16 0	16 0	21 4‡	22 8‡	18 0	18 0	24 0‡	24 0‡	160 0	160 0	11 0	11 0
Cawnpore	14 4	14 4	19 8	19 8	8 8	8 0	11 0	11 0	21 0	21 0	19 0	19 0	...	...	20 0	14 0	20 8	20 0	20 0	20 0	21 0	21 0	130 0	130 0	12 0	12 0
Etáwah	14 12	14 4	19 4	18 4	5 0	5 0	12 0	12 0	19 2	19 4	19 4	18 8	18 0	18 0	10 0	10 0	20 12	20 4	22 0	22 0	23 8	23 8	120 0	120 0	11 0	10 8
Farukhabad	13 10	13 6	19 0	18 8	5 4	5 4	8 0	8 0	18 8	18 8	15 8	15 0	...	...	...	...	19 0	19 0	...	...	22 8	22 8	120 0	120 0	11 8	11 8
Mainpuri	15 0	15 0	20 0	19 12	4 8	4 0	10 0	5 0	20 0	20 0	18 0	19 0	...	...	...	...	20 0	19 12	21 0	20 0	23 0	24 8	160 0	160 0	11 0	10 12
Etah	15 4	15 8	22 8	22 4	6 8	6 8	8 12	9 8	...	17 8	15 8	15 8	20 8	22 8	10 8	10 8	24 8	24 8	...	...	17 8	17 8	160 0	160 0	12 0	11 12
Western—																										
Jhánsi	16 4	16 4	22 4	22 4	7 4	7 4	11 15½	12 0	20 4	20 4	21 4	21 4	...	...	...	...	21 11	20 10	...	...	26 9	25 2½	180 0	180 0	11 0	11 0
Agra	13 8	13 8	21 0	22 0	5 0	5 0	9 8	9 0	18 8	18 0	17 0	17 0	...	...	13 0	13 0	21 0	21 0	...	...	15 8	15 8	105 0	105 0	12 0	12 0
Muttra	14 0	14 0	23 0	21 8	7 0	7 0	10 0	10 0	22 0	22 0	20 0	20 0	...	...	8 0	8 0	24 8	23 0	...	...	24 8	24 8	120 0	120 0	12 0	12 0
Aligarh	14 4	14 0	21 0	22 0	5 4	5 4	9 0	9 0	18 0	16 0	18 8	17 0	...	...	12 8	12 0	23 0	22 0	19 0	17 0	24 0	22 0	120 0	125 0	11 8	11 0
Bulandshahr	15 0	15 2	22 0	21 8	6 0	6 0	9 4	9 8	18 0	21 0	15 0	16 0	...	...	...	12 0	22 0	22 4	21 0	21 0	17 0	17 0	120 0	120 0	11 4	11 8
Sub-montane—																										
Ballia	14 8	14 0	18 8	18 0	9 8	9 4	11 12	11 12	...	...	...	...	...	...	...	...	18 8	18 0	...	...	19 8	19 8	115 0	115 0	11 0	11 0
Azamgarh	13 5	13 2	18 7	18 6	9 10	8 14	12 3	11 7	...	...	...	...	...	...	...	10 8	19 2	17 12	...	...	17 0	14 12	130 8	177 8	9 13	9 13
Gorakhpur	12 8	12 8	18 0	18 0	9 0	9 0	12 0	11 10	...	...	...	...	14 6	14 6	13 8	13 8	18 0	18 0	...	...	19 12	20 10	140 0	140 0	9 10	9 10
Basti	15 0	14 8	20 0	20 0	10 0	9 0	22 0†	22 0†	8 0	8 0	...	...	10 0	7 8	8 0	7 0	21 12	19 0	17 0	16 0	19 8	20 0	120 0	120 0	10 0	10 0
Sháhjahánpur	14 0	14 4	21 0	21 0	8 0	8 0	8 8	8 8	20 0	21 0	18 0	16 0	...	...	16 0	12 0	21 8	20 8	22 0	21 0	20 0	19 4	140 0	140 0	10 12	10 12
Budaun	15 8	15 8	21 0	21 0	6 0	6 0	11 0	11 0	16 0	16 0	18 0	18 0	...	...	8 0	8 0	21 0	21 0	16 0	17 0	25 0	25 0	160 0	160 0	11 0	11 0
Pilibhit	13 8	13 6	25 0	23 12	10 8	11 4	11 12	22 8	20 0	13 12	17 8	...	...	...	...	...	20 10	20 0	25 0	25 0	...	...	130 0	130 0	10 13	10 14

Bareilly	12 14	13 14	18 3	18 3	6 8	6 8	10 14	10 14	18 12	18 12	15 4	15 4	...	...	8 2	8 2	18 12	18 3	21 1½	21 0	19 6	19 15	125 0	145 0	10 14	10 14
Moradabad	14 11½	14 4	19 11½	19 8	7 8	7 8	10 8	10 8	21 0	20 0	13 3½	10 8	...	...	5 8	5 8	19 11½	19 8	15 14	15 0	22 8½	22 8	100 0	100 0	11 3½	11 0
Naini Tal	9 8	9 8	16 0	16 0	5 0	5 0	7 8	8 0	...	...	10 0	10 0	...	...	...	...	12 8	12 8	...	...	...	9 0	160 0	160 0	7 0	7 0
Almora	9 0	8 12	11 4	11 4	7 4	7 0	8 0	7 8	...	...	...	...	11 0	11 0	14 0	14 0	10 12‡	11 12‡	...	...	9 0‖	9 0‖	200 0	160 0	7 0	7 0
Bijnor	14 1	13 12	21 6	21 6	10 2	10 2	11 4	11 4	...	.	...	...	..	.	...	...	19 6	18 9	...	...	20 4	20 4	135 0	135 0	11 0	11 0
Muzaffarnagar	14 11	14 9	24 3	24 3	6 9	6 9	10 7	11 0	22 0	17 10	14 13	14 13	9 14	9 14	6 9	6 9	21 7	20 14	15 6	15 6	11 0	11 0	132 0	132 0	11 0	11 0
Meerut	14 4	14 4	21 0	21 0	5 0	5 0	12 0	12 0	22 0	22 0	16 0	16 0	8 0	8 0	8 0	8 0	21 0	20 8	20 0	20 0	21 8	21 8	100 0	100 0	11 0	11 0
Saháranpur	13 0	13 0	21 0	21 0	7 8	7 8	10 8	10 8	22 0	22 0	16 0	16 0	19 0	19 0	10 12	10 12	20 0	19 0	20 0	20 0	13 12	13 12	120 0	120 0	11 4	11 4
Dehra Dún	12 12	12 12	17 8	18 0	9 0	9 0	10 0	10 0	16 0	16 0	17 0	17 0	16 0	16 0	..		17 0	17 0	18 0	18 0	19 0	19 0	160 0	160 0	10 0	10 0
Garhwál	7 0	7 0	10 0	10 0	4 0	4 0	5 4	5 4	...	..	...	...	11 0	11 0	10 0	10 0	7 0	7 0	...	...	6 4	6 4	160 0	160 0	5 0	5 0
Oudh—																										
Southern—																										
Partabgarh	14 0	14 0	22 0	21 0	8 0	8 0	13 0	13 0	...	...	...	..	27 0	...	29 0	..	24 0	22 0	..	...	16 0	16 0	160 0	160 0	10 8	10 8
Sultanpur	14 8	14 8	22 0	22 0	8 0	8 0	13 8	14 0	23 8	19 0	19 0	10 0	30 0	30 0	18 0	18 0	24 8	24 0	16 0	16 0	24 0	24 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 0	14 0	22 0	22 0	7 0	7 0	13 0	13 0	25 0	26 0	18 4	16 0	23 0	22 0	20 0	16 0	25 8‡	25 0‡	17 0	17 0	26 8‡	25 0‡	180 0	180 0	10 0	10 0
Unao	13 8	13 8	18 0	18 0	8 0	8 0	11 0	12 0	19 0	19 0	18 0	18 0	...	...	...	...	19 8	19 8	20 0	20 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 8	13 8	19 8	20 0	6 0	6 0	11 4	11 4	22 0	22 0	21 0	21 0	...	...	24 0	20 0	20 0	20 8	21 0	21 0	21 12	21 0	100 0	100 0	11 0	11 0
Hardoi	15 8	15 4	22 0	20 0	8 0	8 0	12 0	13 0		.	...	..	...	...	...	...	23 0	20 0	...	21 0	14 8	20 0	160 0	160 0	11 4	11 4
Northern—																										
Fyzabad	13 0	13 2	18 8	18 8	10 12	10 4	13 8	12 14	18 0	18 8	...	...	...	...	..	...	21 0	20 8	...	.	20 8	20 8	120 0	120 0	10 0	10 0
Barabanki	12 12	12 8	20 0	20 0	10 0	10 0	11 0	11 0	22 8	18 0	12 8	16 0	24 0	23 0	18 0	...	23 0	22 10	23 0	23 0	20 0	20 0	120 0	120 0	11 0	11 0
Gonda	15 0	14 14	20 8	20 8	10 4	10 4	12 0	11 12	18 0	18 0	18 0	18 0	.	...	8 0	8 0	21 0	21 0	21 4	20 12	23 8	23 8	200 0	200 0	10 8	10 8
Bahraich	15 0	15 0	21 8	22 0	9 8	9 8	11 8	11 8	22 0	22 0	16 0	16 0	29 0	29 0	10 0	10 0	22 0	22 8	23 0	20 8	23 12	23 12	160 0	160 0	10 8	10 8
Sitapur	15 0	15 0	22 8	22 8	8 0	8 0	13 0	13 0	...	22 0	..	22 0	...	.	...	17 0	25 0	25 0	..	...	22 0	22 8	160 0	160 0	11 0	11 0
Kheri	15 0	15 0	26 0	26 0	8 0	8 0	12 0	13 0	20 0	20 0	...	...	30 0	..	12 0	...	25 0	23 0	25 0	25 0	24 0	24 0	160 0	160 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 2	13 2	18 12	18 12	8 2	8 12	10 0	10 0	18 2	16 14	12 8	12 8	...	...	...	...	18 12	18 12	18 12	18 2	.	.	...	...	15 6	16 0
Bánswara	15 10	15 10	18 12	18 12	8 2	8 2	13 2	12 8	...	...	.		...	...	...	...	30 10	25 0	25 0	26 4	21 4	20 0	.	.	10 10	10 0
Meywar (Oodeypore)	9 12½	9 12½	12 11	12 14½	7 13	7 13	8 3½	8 9½	13 10¾	12 14½	7 6¾	9 12½	*Nil*	*Nil*	13 4½	14 1	12 14½	12 8	12 14½	12 14½	9 6	9 12½	160 0	160 0	9 6	9 6
Sirohee	10 8	10 8	15 0	15 0	5 0	5 0	6 0	6 0	14 0	14 0	12 0	12 0	...	...	19 0	19 0	12 8	12 8	14 0	14 0	10 0	10 0	160 0	160 0	10 8	10 8
Erinpura	10 15½	11 0	14 0	15 2	...		8 1	8 2	15 1½	14 0	13 1	13 0	..	...	...	...	15 15½	16 0			...	...	220 0	220 0	12 4	12 4
Ajmere	12 4	12 0	18 8	16 8	5 0	5 0	9 10	9 10	16 5	16 12	16 0	15 13	...	...	...	..	18 6	17 6	16 6	16 0	.	...	87 8	87 8	12 8	12 8
Abu	10 2	10 2	13 4	13 4	6 0	6 0	7 0	7 0	..		11 8	11 8	..	. .	...	.	13 4	13 4	13 0	13 0	9 8	9 0			11 0	11 0
Kishengarh	12 4	12 4	16 12	16 12	9 0	9 0	10 0	10 0	15 4	15 8	16 0	15 4	†	†	†	†	17 8	17 0	15 8	15 4	†	†	*	*	12 12	12 12
Boondee	16 8	16 8	20 0	21 0	8 0	8 0	8 8	8 8	21 8	23 0		...	...	...	...	...	18 0	18 8		..	...	...	160 0	160 0	9 0	9 0
Kotah	18 4	18 4	20 0	20 0	7 0	7 0	8 0	8 0	27 0	27 0	12 0	12 0	..	..	.	...	22 0	22 0	20 0	20 0	16 0	16 0	240 0	240 0	10 0	10 0
Jhallawar	15 9	15 9	24 2½	24 2½	7 13½	7 13½	10 3	10 3	22 6	22 11	15 12½	15 12½	...	...	22 11	22 2	19 7½	19 15	22 2	22 2	11 12½	11 12½	175 0	175 0	9 6	9 2
Tonk	15 6	14 8	20 0	19 0	7 8	7 8	8 4	8 8	23 12	23 8	...	...	...	...	..	...	16 0	15 8		...	.	. .	85 0	85 0	10 10	10 10
Jeypore	14 8	14 0	19 0	18 8	5 0	5 0	7 8	7 8	19 8	18 4	17 8	17 0	†	†	12 0	12 0	19-4 to 21 0	18-4 to 19 0	20 0	19 8	23 0	22 0	120 0	120 0	12 0	12 0
Kerowlee	16 9	16 4	22 8	22 8	10 0	10 0	10 10	10 10	22 8	21 4	18 12	17 8	...	...	12 8	12 8	22 8	22 8	.	.	32 8	32 8	200 0	200 0	11 4	10 15
Dholpur	15 13½	15 11½	23 7¾	23 5½	8 7	8 7	9 6	9 3½	18 13½	18 9	19 7¾	19 2	...	..	11 4	11 4	23 13¼	23 7½			31 5	29 8¾	90 0	90 0	11 6½	11 13
Bhurtpore	15 8	15 8	22 0	21 5½	6 2½	6 2½	6 15	6 15	22 0	21 2½	18 2½	18 8	...	...	9 12	9 12	23 0	22 5	20 0	18 0	25 4	25 4	160 0	160 0	12 0	12 0
Ulwur	15 2	14 13	21 10	20 7	7 4	7 4	8 10	8 8	25 5	21 0	19 15	17 14	...	...	12 12	12 12	21 10	20 9	21 8	20 0	27 0	27 0	200 0	200 0	12 12	12 12
Deoli Cantonment	13 15½	14 4	16 9	16 4	4 0	4 0	7 0	7 0	17 6½	18 7	16 8	16 8	..	...	..	.	14 2	15 0				.	200 0	200 0	10 8	10 8
Nusseerabad Cantonment	12 8	12 0	17 0	16 15½	7 0	7 0	7 8	7 8	16 0	16 0	14 11	14 0	...	..	...	. .	17 5½	17 0	15 0	15 0	10 8	10 8	110 0	110 0	12 8	12 8
Hilly Tracts of Meywar	11 0	10 8	17 0	18 0	...		10 0	10 0	...	...			...	...		...	16 0	17 0	18 0	17 8	...	...	§	§	11 0	11 0
Bálmer	8 15	9 0			4 8	4 8	7 0	7 0	...	...	13 0	13 13	...	...	...	...	10 9	10 9		...	.	...	260 0	260 0	12 0	13 0
Anádra	10 10	10 8	13 0	13 0	6 0	6 0	7 0	7 0	..	...	11 8	12 8	...	...	...	...	13 4	13 4	12 0	12 8	9 0	9 0	..	...	11 4	11 12
Shahpoora	11 6	...	13 10	...	8 4	..	9 8	.	12 15	...	12 0	..	...	...	...	...	14 2		13 2		...	...	160 0	..	11 2	...
Western—																										
Jodhpore	9 13 and 11 4	9 13½ and 11 4	15 10	15 10	6 4	6 4	7 8	7 8	15 0	13 2	13 2	12 3	...	...	...	...	16 1½	15 10	17 8	13 2	10 0	10 0	...	...	13 7	13 7
Jeysulmere	8 8	8 10	..	...	6 10	6 10	8 6	8 4	12 0	12 12	11 0	12 6	...		..	...	10 4	10 8	...	...	...		...	...	21 0	21 0
Bickaneer	10 8	10 5¼	..	...	2 14	2 14	7 0	7 0		...	11 8	10 0	...	...	.	...	15 8	15 4		...	10 0	9 8	100 0	100 0	12 8	12 8
Central India—																										
Indore	11 0	11 8	14 0	14 0	7 0	7 0	7 8	7 8	16 0	17 0	16 8	16 8	...	...	...	...	14 13	15 0	18 0	18 8	18 0	18 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	12 3	11 14	17 5	18 0	7 0	7 0	9 8	9 8	17 12	17 0	14 0	14 0	...	...	...	...	15 4	15 0	18 4	17 8	22 0	22 0	160 0	160 0	12 0	12 0
Goona	17 0	17 0	16 0	16 0	8 0	8 0	9 0	9 0	21 0	21 0			...	...	...		21 0	21 0	..	.	..		200 0	200 0	10 0	10 0
Gwalior	16 3½	15 8¾	23 14½	23 6	7 7	16 14½	9 8	9 4¾	20 7¼	20 11½	18 5¼	17 8½	...	...	12 12	12 12	18 9½	17 8¾	22 13½	21 4	17 12¾	17 0½	170 0	148 8	12 3½	12 3½

* Sold in bundles. † Not sold. ‡ Unhusked. § Seven and half pies per bundle. ‖ Husked. ¶ Masur.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1892—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*)		Marua or ragi (*Eleusine coracana*).		Kangni or kakun, Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*)		Arhar, or thur, cadjan pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	15 0	15 0	20 0	18 0	...	..	10 0	10 0	22 0	19 0	20 0	16 0	†	†	†	†	23 0	22 0	†	†	†	†	120 0	120 0	11 0	11 0
Ferozepore	14 0	14 0	21 0	21 0	..	.	9 0	9 0	21 0	21 0	14 0	11 0	‡	‡	12 0	13 0	21 0	21 0	20 0	20 0	10 0	9 0	120 0	120 0	12 8	13 0
Montgomery	13 0	13 0	18 0	18 0	...	...	9 0	9 0	14 0	14 0	15 0	15 0	‡	‡	18 0	18 0	18 0	18 0	15 0	15 0	8 0	10 0	300 0	300 0	12 0	12 4
Central—																										
Gurgáon	15 0	15 0	24 0	23 0	...	...	7 0	7 0	22 0	22 0	20 0	19 0	†	†	†	†	24 0	23 0	22 0	20 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	15 0	14 0	22 0	20 0	...	...	10 0	10 0	24 0	20 0	18 0	17 0	†	†	10 0	10 0	22 0	21 0	19 0	16 0	22 0	21 0	90 0	90 0	11 0	11 0
Rohtak	15 0	15 0	21 0	21 0	..	...	9 0	9 0	28 0	25 0	19 0	16 0	†	†	12 0	8 0	23 0	22 0	16 0	16 0	16 0	16 0	120 0	120 0	11 0	11 0
Karnál	14 0	14 0	22 0	22 0	...	...	10 0	10 0	22 0	22 0	16 0	16 0	20 0	20 0	16 0	16 0	22 0	22 0	20 0	20 0	16 0	16 0	160 0	160 0	10 0	10 0
Lahore	13 0	13 0	20 0	20 0	...	...	9 0	9 0	19 0	19 0	12 0	12 0	‡	‡	15 0	15 0	19 0	19 0	18 0	18 0	9 0	9 0	85 0	85 0	10 0	12 0
Sub-montane—																										
Umballa	15 0	15 0	21 0	21 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	20 0	20 0	9 0	9 0	22 0	20 0	19 0	20 0	16 0	16 0	130 0	130 0	12 12	12 12
Ludhiána	14 0	14 0	22 0	21 0	...	...	9 0	10 0	22 0	21 0	10 0	15 0	†	†	13 0	13 0	18 0	20 0	18 0	19 0	13 0	13 0	120 0	120 0	12 8	13 0
Jullundur	14 0	14 0	20 0	20 0	...	...	8 0	8 0	20 0	20 0	16 0	16 0	‡	‡	13 0	13 0	19 0	19 0	18 0	18 0	‡	‡	100 0	100 0	12 8	12 8
Hoshiárpur	14 0	15 0	22 0	20 0	...	...	9 0	10 0	20 0	18 0	16 0	16 0	18 0	17 0	12 0	12 0	19 0	19 0	15 0	16 0	8 0	8 0	100 0	100 0	11 12	13 0
Gurdáspur	14 0	14 0	20 0	20 0	...	...	9 0	9 0	20 0	20 0	13 0	13 0	20 0	*	16 0	16 0	19 0	19 0	20 0	20 0	‡	‡	120 0	120 0	13 0	13 0
Amritsar	13 0	13 0	19 0	19 0	...	...	10 0	10 0	19 0	20 0	13 0	14 0	†	†	15 0	14 0	18 0	18 0	16 0	16 0	†	†	90 0	90 0	9 12	12 0
Hills—																										
Simla	8 0	10 0	10 0	11 0	...	...	6 0	7 0	10 0	12 0	9 0	11 0	11 0	12 0	8 0	8 0	11 0	12 0	9 0	10 0	8 0	8 0	100 0	100 0	8 0	8 0
Kángra	10 0	10 0	15 0	15 0	...	...	8 0	8 0	12 0	12 0	10 0	10 0	20 0	20 0	6 0	6 0	13 0	10 0	13 0	13 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	13 0	13 0	19 0	18 0	...	...	8 0	8 0	18 0	18 0	14 0	14 0	†	‡	†	‡	19 0	18 0	16 0	14 0	†	‡	120 0	120 0	14 0	14 0
Gujránwála	13 0	13 0	18 0	20 0	...	...	10 0	10 0	18 0	18 0	14 0	12 0	†	†	13 0	13 0	19 0	19 0	18 0	17 0	†	†	110 0	105 0	11 0	13 4
Gujrát	14 0	14 0	19 0	20 0	...	...	10 0	10 0	20 0	16 0	15 0	15 0	†	†	10 0	10 0	18 0	18 0	15 0	15 0	†	†	110 0	110 0	14 0	14 0
Jhelum	13 0	14 0	18 0	18 0	...	...	10 0	9 0	17 0	17 0	14 0	16 0	†	†	*	*	17 0	18 0	16 0	16 0	†	†	120 0	120 0	14 0	14 0
Ráwalpindi	12 0	12 0	17 0	18 0	...	...	7 0	7 0	19 0	19 0	13 0	14 0	*	*	16 0	16 0	17 0	18 0	13 0	14 0	18 0	18 0	75 0	78 0	13 8	13 4
Hazára	11 0	11 0	15 0	15 0	...	...	7 0	7 0	‡	‡	12 0	12 0	†	†	‡	‡	14 0	14 0	11 0	11 0	†	†	100 0	100 0	11 0	11 0
Pesháwar	11 0	11 0	18 0	18 0	...	...	8 0	8 0	15 0	18 0	11 0	12 0	†	†	14 0	14 0	15 0	15 0	13 0	13 0	13 0	15 0	100 0	105 0	38 0	38 0
Kohát	11 0	12 0	17 0	21 0	...	...	12 0	13 0	16 0	16 0	14 0	16 0	‡	‡	23 0	23 0	15 0	15 0	14 0	16 0	‡	‡	85 0	85 0	60 0	60 0
Western—																										
Sháhpur	13 0	13 0	18 0	18 0	...	...	8 0	8 0	15 0	15 0	14 0	14 0	16 0	16 0	16 0	16 0	17 0	17 0	14 0	14 0	†	†	200 0	200 0	13 0	13 0
Jhang	10 0	11 0	16 0	17 0	...	...	10 0	10 0	15 0	14 0	12 0	13 0	16 0	17 0	15 0	16 0	14 0	15 0	12 0	11 0	8 0	10 0	200 0	200 0	12 0	12 0
Mooltan	12 0	11 0	18 0	18 0	...	..	12 0	12 0	17 0	17 0	13 0	13 0	†	†	16 0	16 0	17 0	18 0	17 0	17 0	†	†	90 0	90 0	12 4	12 4
Bannu	14 0	15 0	21 0	24 0	..	..	9 0	10 0	18 0	18 0	16 0	16 0	8 0	8 0	8 0	8 0	19 0	20 0	16 0	18 0	13 0	13 0	90 0	80 0	40 0	40 0
D. I. Khan	12 0	13 0	17 0	18 0	...	...	7 0	7 0	14 0	15 0	13 0	12 0	‡	‡	6 0	6 0	17 0	18 0	13 0	12 0	‡	‡	115 0	115 0	36 0	36 0
Muzaffargarh	12 0	12 0	17 0	17 0	...	...	11 0	10 0	16 0	14 0	13 0	12 0	‡	‡	‡	‡	16 0	15 0	‡	‡	9 0	9 0	110 0	100 0	12 0	12 0
D. G. Khan	13 0	13 0	16 0	18 0	.	..	8 0	8 0	14 0	16 0	13 0	16 0	‡	‡	‡	‡	14 0	15 0	‡	‡	‡	‡	100 0	100 0	22 0	22 0
Sind and Baluchistan—																										
Karáchi	9 8	9 8	14 8	14 0	7 0	7 0	10 0	11 0	13 0	13 0	13 0	13 0	‡	‡	‡	‡	14 0	14 0	13 0	11 0	6 0	5 8	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	10 0	10 8	13 4	14 0	7 8	7 8	9 12	10 0	16 12	16 0	15 0	14 8	...	...	...	...	13 8	13 8	...	...	...	...	150 0	160 0	11 8	11 4
Thar and Párkar (Umarkot)	11 0	12 0	...		..		12 0	12 0	..		12 0	12 4	...	...	...	...		. .	...	...	...	..	160 0	160 0	12 0	12 0
Sukkur	11 12	12 0	16 0	16 0	8 0	8 0	10 0	10 0	14 8	15 0	15 0	18 0	...	...	...	...	14 0	14 0	...	...	10 8	10 0	120 0	120 0	12 0	12 0
Shikárpur	11 2	11 0	14 8	16 0	9 8	9 8	11 8	11 8	12 14	13 14	15 8	15 8	...	...	...	...	14 14	14 14	...	...	10 0	10 0	120 0	120 0	12 0	12 0
Upper Sind Frontier	10 12	10 12	13 0	14 8	8 0	8 0	12 4	12 4	16 0	16 0	16 0	16 0	...	...	.	...	13 8	14 8	...	...	8 10	8 10	213 0	213 0	11 0	11 0
Quetta	10 12	9 12	15 0	15 0	5 0	5 0	8 0	8 0	15 8	16 0	10 0	10 0	‡	‡	‡	‡	13 0	12 8	16 0	16 0	‡	‡	70 0	70 0	8 0	8 0

Bombay—																										
Konkan—																										
Karwar	8 8	8 8	*	*	5 8	5 8	12 0	12 0	13 8	14 0	12 0	*	18 0	18 0	*	*	9 0	9 8	*	*	9 8	9 8	213 5	213 5	12 0	12 0
Ratnágiri	7 15	7 15	*	*	9 5	9 5	10 9	10 9	13 0	13 10	9 13	9 13	15 14	15 4	*	*	12 10	12 10	*	*	8 14	8 14	104 0	105 0	12 15	12 15
Colába (Alibág)	8 0	8 0	...	...	7 5	7 5	11 2	11 2	12 2	12 2	11 4	11 4	...	..	...	...	11 0	11 0	...	...	9 3	9 3	103 0	103 0	12 0	12 0
Bombay	8 12	8 6	14 14	14 10	7 1	7 1	13 9	10 8	13 11	13 9	13 2	13 2	15 6	13 11	9 6	9 11	13 1	12 13	17 7	17 0	7 6	7 6	58 4	58 4	11 3	11 3
Tanna (Salsette)	8 12½	8 12½	*	*	8 3	8 3	10 0	10 0	*	*	12 13½	12 0	*	18 11	*	*	11 7½	11 7½	*	*	8 12½	8 12½	80 0	80 0	12 5	12 5
Deccan—																										
Dhárwár (Hubli)	9 1	8 2	*	*	8 11	8 11	9 8	9 8	19 15	16 5	15 15	15 1	20 11	17 4	*	*	10 11	9 13	*	*	13 2	11 2	91 0	91 0	10 5	10 5
Belgaum	9 8	9 8	16 0	16 0	9 8	9 8	10 0	10 0	17 8	16 8	16 0	15 0	22 0	20 0	*	*	11 8	11 8	11 0	11 8	8 8	8 8	89 0	92 8	13 0	13 0
Sátára	8 11	8 11	13 1	13 1	6 13	6 13	7 14	7 14	13 5	13 5	12 4	12 4	14 0	14 0	14 9	14 9	9 12	9 12	15 2	15 2	8 4	8 4	108 0	108 0	10 3	10 3
Sholápur	12 3	12 2	*	*	9 12	9 12	10 4	10 4	21 1	19 10	19 7	20 2	*	*	*	*	12 5	13 0	*	*	10 6	10 3	71 0	71 0	11 4	11 4
Bijápur	8 7	8 7	*	*	7 8	7 8	8 10	8 10	18 4	17 8	15 12	14 12	*	*	9 0	9 0	10 2	10 2	*	*	7 5	7 5	70 0	80 0	10 8	10 8
Poona (City)	9 3	9 3	10 3	10 3	7 15	7 15	8 9	8 9	14 2	15 4	13 13	13 13	16 6	16 6	...	...	11 8	12 10	...	...	12 0	12 0	67 7	67 7	11 11	12 4
Khandesh—																										
Ahmednagar	10 4	10 4	...	...	7 0	9 0	8 0	8 0	18 0	17 3	17 2	15 0	...	...	...	...	13 4	13 4	...	...	15 0	15 0	91 0	91 0	13 0	13 0
Násik	12 15	12 3	...	...	9 0	9 0	10 8	10 8	...	...	14 13	14 13	19 2	19 2	...	...	13 8	13 8	...	...	11 8	11 8	128 0	128 0	14 4	14 4
Khándesh (Dhulia)	...	12 4	*	*	...	7 4	...	9 6	...	22 8	...	18 2	*	*	*	*	...	10 9	*	*	...	16 4	...	106 0	...	10 6
Gujarát—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	8 0	8 0	15 0	15 0	14 0	14 0	*	*	6 0	6 0	13 0	13 0	*	*	14 0	14 0	95 0	100 0	13 0	13 0
Broach	10 8	10 8	*	*	8 0	8 0	10 0	10 0	17 8	17 8	13 8	13 8	*	*	*	*	13 0	13 0	*	*	13 0	13 0	80 0	80 0	13 0	13 0
Kaira	12 5	12 5	21 5	21 5	7 4	7 4	10 0	10 0	18 13	18 13	16 0	16 0	19 0	19 0	*	*	11 14	11 14	*	*	12 2	12 2	107 0	107 0	12 12	12 12
Baroda Camp (Sadar Bazar)	8 0	8 0	12 9	12 9	6 4½	6 4½	8 0	8 0	13 11½	13 11½	14 14	14 14	17 2	17 4	...	...	11 7	11 7	...	...	9 2	9 2	73 2	73 2	10 13½	10 13½
Ahmadabad (Daskrohi)	11 0	11 0	19 0	18 0	8 0	8 0	9 0	9 0	18 0	18 0	15 0	15 0	20 0	19 0	...	...	13 0	13 0	19 0	20 0	12 0	12 0	80 0	80 0	13 8	13 8
Panch Maháls (Godhra)	9 0	9 0	...	...	9 0	9 0	11 0	11 0	...	...	15 0	15 0	20 0	19 0	...	...	17 0	17 0	18 0	17 0	10 0	10 0	160 0	160 0	12 4	12 4
Deesa Cantonment	11 8	11 8	13 8	13 8	6 0	6 0	7 8	7 8	13 0	13 0	12 14	12 8	*	*	*	*	13 8	13 8	*	*	11 0	11 0	145 0	145 0	12 0	12 0
Kattywar—																										
Rájkot	12 3	12 4	...	...	5 12	5 4	7 0	7 0	16 4	16 0	13 10	13 8	...	...	...	...	12 6	12 8	...	...	7 0	7 0	80 0	80 0	60 0	60 0
Central Provinces—																										
Western—																										
Nimar	12 13	12 12	...	...	6 12	6 12	10 9	10 9	19 1	19 1	...	...	...	...	...	...	17 4	17 4	...	...	11 10	11 10	120 0	120 0	11 6	11 5
Khandwa-Ásirgarh Cant.	11 8	11 8	...	...	9 0	9 0	10 0	10 0	17 8	17 8	17 8	17 8	...	...	15 0	15 0	15 0	15 0	...	...	11 8	11 8	160 0	160 0	8 0	8 0
Hoshangabad	12 10	12 10	...	...	7 6	7 0	10 6	10 6	14 15	14 15	...	...	...	...	...	...	16 10	16 10	...	...	12 5	12 5	140 0	140 0	9 8	9 8
Betúl	12 0	12 0	...	...	...	...	9 0	9 0	14 14	14 14	...	...	...	...	...	...	12 11	12 11	...	...	9 0	9 0	320 0	320 0	8 8	8 8
Chhindwára	10 9	10 2	...	...	8 0	7 4	10 0	8 14	12 0	12 0	...	...	...	...	...	...	10 9	10 2	...	...	9 0	8 0	120 0	120 0	8 9	8 0
Nágpur	11 9	11 14	...	...	10 0	10 0	10 10	10 10	16 14	16 14	...	...	...	...	...	...	16 4	16 4	...	...	10 5	10 0	95 0	95 0	10 8	10 0
Wardha	13 5	13 5	...	...	10 0	10 0	11 7	11 7	17 2	17 2	...	...	...	...	...	...	14 9	14 9	...	...	11 5	13 5	110 0	110 0	10 10	10 10
Central—																										
Narsinghpur	12 13	12 13	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	12 13	12 13	...	...	19 3	19 3	120 0	120 0	9 2	9 2
Saugor	11 12	11 12	...	...	9 6	9 6	9 11	9 11	...	...	...	...	...	...	...	...	15 7	15 7	...	...	18 0	16 12	144 0	144 0	9 4	9 4
Damoh	17 2	17 2	...	...	11 0	11 0	11 7	11 7	...	...	...	...	...	...	...	...	18 8	18 8	...	...	12 0	10 0	160 0	160 0	8 0	8 13
Jubbulpore	13 4	13 0	...	...	9 4	10 0	11 0	11 0	18 0	17 0	...	...	...	...	...	...	18 0	17 8	...	...	12 0	11 8	110 0	110 0	9 4	9 4
Baghalkhand (Sutna)	15 0	15 0	26 0	20 0	8 0	8 0	14 0	14 0	...	24 0	...	...	...	...	8 0	8 0	20 0	20 0	...	...	25 4	23 0	130 0	128 0	10 9	10 4
Mandla	16 0	16 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	12 0	12 0	200 0	200 0	8 0	8 0
Seoni	13 9	13 9	...	...	8 10	8 10	11 8	11 7	...	...	...	...	...	...	...	...	13 9	13 9	...	...	9 2	9 2	180 0	180 0	9 2	9 2
Bálághát	11 13	11 13	...	...	11 13	11 13	16 9	16 10	...	...	...	...	...	...	...	...	19 3	19 3	...	...	10 0	10 0	136 0	136 0	9 0	9 0
Bhandára	12 8	12 8	...	...	...	...	11 4	11 4	...	...	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	200 0	200 0	9 0	9 0
Chánda	12 9	12 9	...	...	...	...	11 9	11 11	14 13	14 13	...	...	...	...	...	...	13 0	13 0	...	...	10 8	10 8	320 0	320 0	10 0	10 0
Eastern—																										
Bilúspur	13 5	13 5	...	...	13 8	13 8	18 0	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	10 14	10 14	64 0	64 0	8 0	8 0
Raipur	12 15	12 7	...	...	11 6	11 6	13 10	13 11	...	...	...	...	...	...	...	...	14 14	17 0	...	...	10 15	10 15	60 0	80 0	10 0	10 0
Sambalpur	10 8	11 6	...	...	13 2	14 0	16 10	16 10	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 8	120 0	120 0	9 2	8 8
Berar—																										
Buldána	14 0	14 0	...	...	8 0	8 0	9 0	9 0	23 0	23 0	20 0	20 0	...	...	...	...	15 0	15 0	...	...	10 0	10 0	182 0	182 0	9 0	9 0
Básim	13 13	13 13	...	...	8 10	8 5	10 5	10 5	24 0	24 0	23 0	7 10	...	...	...	...	15 10	15 10	...	...	12 8	12 5	80 0	78 0	9 8	9 8
Akola	11 0	11 0	...	...	7 0	7 0	10 0	10 0	18 0	18 0	15 0	15 0	...	...	...	...	13 0	11 0	...	...	10 0	10 0	87 0	91 0	10 0	10 0
Ellichpur	12 0	12 0	...	...	6 0	6 0	8 0	8 0	21 0	20 0	13 0	13 0	...	...	...	...	14 0	13 0	...	...	13 0	13 0	120 0	120 0	10 8	10 8
Amraoti	11 3	11 8	...	...	7 13	7 12	9 0	8 12	17 10	17 14	13 2	14 0	...	...	...	...	14 0	14 0	...	...	11 0	11 0	81 0	81 0	10 0	10 6
Wún	10 0	10 0	...	...	6 0	6 0	7 0	7 0	16 0	16 0	...	...	...	...	...	...	11 0	11 0	...	...	16 0	16 0	180 0	180 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	9 11	9 13	*	*	7 2	6 12	8 4	7 15	15 2	14 7	16 12	15 15	24 14	23 0	*	*	11 8	11 4	13 8	12 11	*	*	120 0	120 0	9 0	9 0
Bolárum	10 8	10 8	*	*	7 0	7 0	7 12	7 14	16 5	16 5	*	*	*	*	*	*	12 3	12 4	*	*	*	*	116 14	116 14	9 5	9 5
Chadarghat	9 0	9 0	*	*	8 0	7 12	10 4	9 12	18 0	16 8	18 8	18 0	*	*	*	*	12 8	12 0	*	*	*	*	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF AUGUST 1892—*concluded.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR, OR THUR, CADJAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	7 14	7 14	...	...	8 2	8 5	8 8	8 11	*	*	*	*	16 2	16 2	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	7 14	7 14	...	...	9 14	10 10	11 5	12 0	*	*	*	*	17 8	15 14	..	...	...	...	...	...	...	...	121 8	121 8	12 11	12 11
South, central—																										
Coimbatore	9 0	9 0	...	...	9 8	9 8	10 0	10 0	20 0	17 6	19 2	17 8	18 0	18 0	...	...	...	...	...	...	...	...	133 11	133 11	11 11	11 11
Nilgiris	7 13	7 13	...	...	8 0	7 10	8 0	8 0	13 8	13 2	12 10	12 10	15 13	13 11	...	...	...	...	...	...	...	...	274 3	274 3	9 3	10 2
Salem	10 3	10 3	...	...	8 14	8 14	9 14	9 14	17 5	15 8	18 14	17 6	18 13	18 0	...	...	...	...	...	...	...	...	196 13	221 2	12 14	12 14
Central—																										
Bellary	9 10	7 11	...	...	8 13	8 10	9 3	9 3	22 11	16 8	15 0	13 10	23 5	19 6	...	...	...	...	..	...	...	...	97 3	97 3	11 14	11 14
Anantapur	6 11	6 11	...	...	9 2	9 2	9 11	9 11	17 0	17 0	12 3	12 3	17 8	17 8	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Cuddapah	7 11	8 2	...	...	8 11	8 5	10 13	9 8	17 10	15 6	20 8	13 13	21 3	20 5	...	...	...	...	...	...	...	...	140 5	140 0	12 3	12 3
Kurnool	7 5	7 5	...	...	8 14	8 14	9 5	9 5	18 8	15 13	13 13	13 13	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	6 8	7 2	...	...	10 0	10 0	11 0	10 8	*	11 8	*	*	14 10	18 3	...	...	...	...	..	...	...	...	119 2	119 2	10 11	11 13
Vizagapatam	8 0	7 8	...	...	7 13	7 5	10 3	7 14	15 2	14 10	17 13	14 6	18 3	14 2	...	...	...	...	...	...	...	...	97 3	97 3	11 11	11 11
Godávari	7 3	7 3	...	...	11 6	9 6	12 8	10 8	15 6	15 6	14 2	14 2	16 6	16 6	...	...	...	...	...	...	..	...	162 0	162 0	12 8	12 8
East Coast, central—																										
Kistna	6 14	6 14	...	...	10 6	9 13	11 0	10 8	16 13	15 13	*	*	17 14	17 14	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	7 3	7 11	...	...	9 0	9 0	10 10	10 2	16 0	15 8	12 3	13 3	18 3	19 3	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	6 11	6 11	...	...	8 8	8 6	9 3	9 2	13 8	13 8	12 14	12 8	17 2	15 14	...	...	...	...	...	...	...	...	123 14	123 14	12 11	12 11
Chingleput	*	*	...	...	8 5	8 5	8 11	8 11	*	*	*	*	16 6	16 6	...	...	...	...	...	...	...	...	124 6	124 6	12 6	12 6
N. Arcot	6 13	6 13	...	...	9 11	9 6	10 11	10 11	18 3	15 8	12 6	12 6	18 13	18 0	...	...	...	...	...	...	...	...	160 13	160 13	11 11	11 11
S. Arcot	7 0	6 3	...	...	10 6	9 10	10 14	10 8	16 13	*	21 10	20 0	19 2	17 8	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	6 10	6 10	...	...	10 0	9 10	10 6	10 0	*	*	17 13	15 10	21 8	17 11	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	6 5	6 5	...	...	9 6	8 13	9 13	9 2	17 8	15 2	17 2	15 14	17 0	16 6	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	7 8	7 8	...	...	8 6	8 11	8 13	9 3	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 6	14 6
Madura	7 13	7 13	...	...	9 11	9 3	9 14	9 8	14 10	13 13	14 0	12 8	15 8	14 0	...	...	...	...	...	...	...	...	116 10	116 10	13 10	13 10
Mysore—																										
Mysore	6 12	6 8	6 12	6 0	7 8	7 4	8 8	8 4	29 0	20 0	19 0	19 0	25 0	23 0	16 0	16 0	8 8	9 8	...	...	10 0	10 8	120 0	114 0	10 4	10 0
Bangalore	8 0	8 0	7 8	7 8	7 0	7 0	7 12	7 12	14 8	14 8	...	...	19 8	19 8	...	...	8 12	9 8	...	...	9 7	9 8	96 0	96 0	10 0	10 0
Kolar	7 8	7 4	6 8	7 0	7 12	7 8	8 4	8 0	21 0	10 8	25 0	...	25 0	22 0	...	...	9 0	9 4	25 0	10 8	10 4	9 4	150 0	150 0	10 0	9 4
Tûmkûr	7 0	7 8	7 0	7 0	8 0	8 0	9 0	9 0	22 0	20 0	...	...	28 0	28 0	...	...	8 8	8 4	...	..	12 0	12 0	340 0	340 0	9 8	9 8
Hassan	...	...	7 0	7 0	8 8	8 8	10 0	9 8	...	...	...	...	32 0	27 0	...	...	8 8	9 0	...	...	15 0	14 0	200 0	72 0	8 8	8 8
Kadur	7 0	6 0	7 0	7 0	9 0	8 8	11 0	10 0	..	...	...	...	28 0	25 0	...	...	9 0	9 0	...	...	7 0	7 0	240 0	240 0	8 0	8 0
Shimoga	6 1	6 13	7 6	7 6	8 6	8 6	11 9	10 8	24 2	23 2	...	...	26 4	27 13	...	...	9 11	9 7	...	...	12 10	...	480 0	480 0	9 6	10 8
Chitaldroog	8 8	8 0	9 0	8 8	8 8	8 0	10 8	10 0	32 0	25 0	18 0	16 0	36 0	28 0	30 0	25 0	10 0	10 0	...	...	10 0	10 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	7 8	7 8	6 8	6 8	8 0	8 0	10 0	9 8	...	...	...	...	25 8	26 8	...	...	15 0	13 0	...	...	...	..	110 0	110 0	9 0	8 8
Aden	...	8 0	...	...	...	6 3	...	8 0	.	10 3	..	9 4	...	...	...	...	...	9 4	...	...	...	5 9	...	65 5	...	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

J. F. FINLAY,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
CIVIL WORKS—Irrigation.

COMPARATIVE RETURNS OF TRAFFIC ON THE UPPER AND LOWER GANGES AND AGRA CANALS FOR THE YEARS 1890-91 AND 1891-92.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH, IRRIGATION BRANCH.

STATEMENT No. I.—*Comparative return of traffic carried on the Upper and Lower Ganges Canals for the years 1890-91 and 1891-92.*

	Demands.		Collections during current year.	Balance uncollected.	Previous year.	
	Balance from last year.	For current year.			Demands.	Collections.
1	2	3	4	5	6	7
Tollage.	R	R	R	R	R	R
Private boats	340	10,017	10,077	280	10,433	10,850
Government boats	...	1,876	1,876	...	1,296	1,296
Rafts	...	891	891	...	1,301	1,301
Carrying Operations.						
Boating (Government)	...	1,274	1,274	...	616	616
Ferries and sundries	...	...	...	...	...	...
Ground rent	...	2,515	2,515	...	1,749	1,749
Fines	...	1	1	...	5	5
Gross Receipts	340	16,574	16,634	280	15,400	15,817
Deduct refunds	...	4	4	...	...	...
Net receipts	340	16,570	16,630	280	15,400	15,817

Nature of cargo.	Traffic crossing the boundary between N.-W. Provinces and other Provinces. Tonnage.		Up traffic.		Down traffic.		Total tonnage both ways.		Ton mileage.		Value of goods.		Number of passengers.	
	From N.-W. P. to other Provinces.	Into N.-W. P. from other Provinces.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Boat Traffic.											R	R		
1. Cotton, raw and manufactured	...	...	...	5	429	180	429	185	42,570	16,199	1,50,814	83,147		
2. Woollen goods, raw and manufactured	...	...	...	...	...	202	...	202	...	15,484	...	83,486		
3. Dyes and tans	...	...	...	...	...	...	...	...	...	...	...	...		
4. Wheat	...	...	1,065	440	8,899	6,475	9,964	6,915	992,317	641,132	6,72,584	5,09,201		
5. Other food grains	...	...	1,065	2,396	1,361	1,552	2,426	3,948	220,197	324,405	1,31,743	2,27,223		
6 Hides and skins	...	...	...	...	...	4	...	4	...	391	...	940		
7. Liquors	...	...	...	...	...	...	...	...	...	...	...	...		
8. Metals	...	...	316	285	149	112	465	397	31,291	61,287	54,483	54,760		
9. Oils	...	...	...	34	6	1	6	35	141	1,930	2,322	4,027		
10. Oilseeds	...	...	108	179	570	423	678	602	43,397	71,421	55,113	48,951		
11. Provisions	...	...	...	...	...	...	...	...	...	...	...	...		
12. Salts	...	...	70	49	127	229	197	278	15,837	21,977	15,972	21,292		
13. Spices	...	...	237	114	279	453	516	567	37,428	55,603	81,941	68,944		
14. Sugar	...	...	44	15	1,300	1,507	1,344	1,522	131,502	182,540	1,21,900	1,25,986		
15. Tobacco	...	...	...	82	...	24	...	106	...	7,005	...	21,006		
16. Building materials	...	...	47,123	49,839	9,313	7,038	56,436	56,877	3,262,118	2,699,877	1,01,309	93,565		
17. Miscellaneous goods	...	...	2,570	1,318	1,323	832	3,893	2,150	275,654	210,005	1,67,827	90,204		
18. Timber	...	...	302	713	3,683	7,122	3,985	7,835	251,813	477,351	1,89,404	3,08,411		
19. Firewood	...	...	529	1,744	5,764	6,871	6,293	8,615	457,444	519,460	39,829	54,493		
20. Bamboos	...	...	10	43	3,893	4,658	3,903	4,701	269,109	370,698	50,842	56,120		
21. Coal and coke	...	...	...	21	...	86	...	107	...	6,662	...	2,949		
22. Jute	...	...	31	14	746	1,135	777	1,149	79,380	94,588	16,522	35,232		
23. Treasure	...	...	...	...	...	...	...	...	...	...	...	...		
Total, Boat Traffic	...	...	53,470	57,291	37,842	38,904	91,312	96,195	6,110,198	5,778,105	18,52,605	18,89,937	202	3,255
Raft Traffic.														
24. Timber in logs	...	...	...	...	14	92	14	92	84	392	752	4,952		
25. Squared timber	...	...	...	...	745	1,416	745	1,416	7,315	8,576	39,521	77,078		
26. Sleepers, broad gauge	...	...	...	...	...	...	...	...	...	...	...	...		
27. Do. metre gauge	...	...	...	...	...	...	...	...	...	...	...	...		
28. Scantlings	...	...	...	...	...	16	...	16	...	107	...	988		
29. Poles	...	...	...	...	2,113	3,248	2,113	3,248	21,078	27,767	57,503	88,367		
30. Firewood	...	...	...	...	3,112	1,347	3,112	1,347	61,968	25,582	27,666	9,058		
31. Bamboos	...	...	...	...	5,512	4,499	5,512	4,499	104,756	40,436	76,056	61,251		
32. Reeds	...	...	...	...	...	...	...	...	...	...	...	...		
Total, Raft Traffic	...	...	...	...	11,496	10,618	11,496	10,618	195,201	102,860	2,01,498	2,41,694	...	...
Grand Total, Boat and Raft Traffic	...	...	53,470	57,291	49,338	49,522	102,808	106,813	6,305,399	5,880,965	20,54,103	21,31,631	202	3,255

ALLAHABAD:
The 3rd September 1892.

H. W. CONDUITT,
Asst. Secy. to the Govt., N.-W. P. and Oudh, P. W. D.

PUBLIC WORKS DEPARTMENT, NORTH-WESTERN PROVINCES AND OUDH, IRRIGATION BRANCH.

STATEMENT No. I.—*Comparative return of traffic carried on the Agra Canal for the years 1890-91 and 1891-92.*

	Demands: Balance from last year.	Demands: For current year.	Collections during current year.	Balance uncollected.	Previous year: Demands.	Previous year: Collections.
1	2	3	4	5	6	7
	R	R	R	R	R	R
TOLLAGE.						
Private boats	...	3,057	3,057	...	3,390	3,390
Government boats	...	388	388	...	256	256
Rafts	...	...	...	...	...	...
CARRYING OPERATIONS.						
Boating (Government)	...	4,234	4,234	...	2,320	2,320
Ferries and Sundries	...	...	...	...	...	...
Ground rent	...	...	...	...	...	...
Fines	...	...	...	...	...	...
GROSS RECEIPTS	...	7,679	7,679	...	5,966	5,966
DEDUCT REFUNDS	...	990	990	...	656	656
NET RECEIPTS	...	6,689	6,689	...	5,310	5,310

Nature of cargo.	Traffic crossing the boundary between N.-W. P. and Punjáb. Tonnage. From N.-W. P. to Punjáb.	Into N.-W. P. from Punjáb.	Up traffic. 1890-91.	Up traffic. 1891-92.	Down traffic. 1890-91.	Down traffic. 1891-92.	Total tonnage both ways. 1890-91.	Total tonnage both ways. 1891-92.	Ton mileage. 1890-91.	Ton mileage. 1891-92.	Value of goods. 1890-91.	Value of goods. 1891-92.	Number of passengers. 1890-91.	Number of passengers. 1891-92.	Remarks.
8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
											R	R			
BOAT TRAFFIC.															
1. Cotton, raw and manufactured	49	97	24	49	12	98	36	147	3,566	13,492	1,215	4,150	...	...	
2. Woollen goods, raw and manufactured	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
3. Dyes and tans	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
4. Wheat	21	345	15	145	1,339	389	1,354	534	141,354	36,694	91,988	32,400	...	...	
5. Other food grains	396	8,840	93	506	2,036	9,514	2,129	10,020	154,381	731,799	1,00,470	4,48,274	...	...	
6. Hides and skins	...	...	...	...	...	...	...	...	...	...	...	.	...	...	
7. Liquors	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
8. Metals	18	110	...	18	22	110	22	128	2,491	14,530	1,200	2,500	...	...	
9. Oils	...	...	1	...	...	...	1	...	62	...	75	...	...	...	
10. Oilseeds	48	...	2	48	...	...	2	48	191	2,648	184	4,400	...	...	
11. Provisions	4	11	...	4	...	17	...	21	...	1,427	...	2,200	...	...	
12. Salt	...	...	...	...	1	...	1	...	29	...	70	...	...	...	
13. Spices	...	...	...	...	2	...	2	...	166	...	200	...	...	...	
14. Sugar	...	1,486	...	...	1,662	1,486	1,662	1,486	182,607	165,018	1,35,644	1,21,350	...	...	
15. Tobacco	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
16. Building materials	151	...	2,698	5,525	360	1,178	3,058	6,698	78,111	23,622	12,923	11,959	...	...	
17. Miscellaneous goods	170	21	242	193	121	36	363	229	30,822	17,925	10,680	8,625	...	...	
18. Timber	5	368	...	5	365	372	365	377	36,974	49,782	7,404	10,025	...	...	
19. Firewood	46	...	4,331	3,704	7,246	3,849	11,577	7,553	922,503	177,924	67,176	40,741	...	...	
20. Bamboos	...	...	...	...	9	...	9	...	1,038	...	28	...	...	...	
21. Coal and coke	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
22. Jute	...	...	...	...	...	...	...	...	...	...	...	...	..	...	
23. Treasure	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL, BOAT TRAFFIC	908	11,278	7,406	10,197	13,175	17,044	20,581	27,241	1,554,295	1,225,861	4,29,257	6,86,624	285	641	
RAFT TRAFFIC.															
24. Timber in logs	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
25. Squared timber	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
26. Sleepers, broad gauge	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
27. Do. metre gauge	...	...	..	...	5	...	5	...	623	...	300	...	...	...	
28. Scantlings	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
29. Poles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
30. Firewood	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
31. Bamboos	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
32. Reeds	...	..	...	...	...	...	...	...	...	...	...	...	...	...	
TOTAL, RAFT TRAFFIC	...	...	...	..	5	...	5	...	623	...	300	...	...	...	
GRAND TOTAL, BOAT AND RAFT TRAFFIC	908	11,278	7,406	10,197	13,180	17,044	20,586	27,241	1,554,918	1,225,861	4,29,557	6,86,624	285	641	

ALLAHABAD:
The 3rd September 1892.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

PUBLIC WORKS DEPARTMENT, N.-W. PROVINCES AND OUDH, IRRIGATION BRANCH.

STATEMENT NO. II.—*Summary of comparative returns of traffic on the Ganges and Agra Canals for the years 1890-91 and 1891-92.*

CANALS.	DEMANDS.		COLLECTIONS.		TOTAL TONNAGE, UP AND DOWN.		TON MILEAGE.		VALUE OF GOODS.		NUMBER OF PASSENGERS.	
	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.
1	2	3	4	5	6	7	8	9	10	11	12	13
	R	R	R	R					R	R		
Upper Ganges Canal	7,962	8,565	8,177	8,598	53,151	55,221	3,259,830	3,040,402	10,61,951	11,02,033	202	3,255
Lower ditto	7,438	8,005	7,640	8,032	49,657	51,592	3,045,569	2,840,563	9,92,152	10,29,598	...	...
TOTAL	15,400	16,570	15,817	16,630	102,808	106,813	6,305,399	5,880,965	20,54,103	21,31,631	202	3,255
Agra Canal	5,310	6,689	5,310	6,689	20,586	27,241	1,554,918	1,225,861	4,29,557	6,86,624	285	641
GRAND TOTAL	20,710	23,259	21,127	23,319	123,394	134,054	7,860,317	7,106,826	24,83,660	28,18,255	487	3,896

ALLAHABAD:
The 3rd September 1892.

H. W. CONDUITT,
Asst. Secy. to Govt., N.-W. P. and Oudh, P. W. D.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE TWELVE MONTHS ENDING THE 31st DECEMBER 1891.

No. 402 R. Stat. Simla, the 31st August 1892.

RESOLUTION—By the Government of India, Public Works Department.

Read again—

Public Works Department Resolution No.	496 R. T.,	dated the	17th September 1889.
" " " " "	0210 R. T.,	" "	10th February 1890.
" " " " "	194 R. T.,	" "	30th May 1890.
" " " " "	441 R. T.,	" "	5th August 1890.
" " " " "	533 R. T.,	" "	6th July 1891.
" " " Order "	33 R. Stat.	" "	15th September 1891.
" " " " "	12 R. Stat.	" "	21st January 1892.
" " " " "	159 R. Stat.	" "	10th May 1892.

Read also—

Note by the Director General of Railways, No. 342 Stat., dated the 13th August 1892, with abstract returns of accidents to trains, etc., on the open lines of railways in India for the twelve months ending the 31st December 1891.

Summary of accidents to trains, rolling stock, etc.

OBSERVATIONS.—The following summary gives the total number of accidents to trains, rolling stock, permanent-way, etc., for the twelve months ending the 31st December 1891 distributed under the classification adopted in abstract No. 4 of the returns:—

Serial No.	Classes of Accidents.	Average number of accidents during the two previous years.	TWELVE MONTHS ENDING THE 31st DECEMBER 1891.								
			Numbers.			Number of passengers and others.		Number of servants.		Total all classes.	
			Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains	6	6	10	16	42	52	4	2	46	54
2	Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	41	22	35	57	...	11	...	8	...	19
3	Collisions between goods trains or parts of goods trains	87	14	95	109	...	1	3	24	3	25
4	Collisions between light engines	13	1	20	21	...	...	...	2	...	2
5	Passenger trains or parts of passenger trains leaving the rails	65	25	72	97	...	3	1	2	1	5
6	Goods trains or parts of goods trains, engines, etc., leaving the rails	302	25	299	324	...	...	1	29	1	29
7	Trains or engines travelling in the wrong direction through points	51	4	53	57	...	...	...	2	...	2
8	Trains running into stations or sidings at too high a speed	7	...	5	5	...	...	...	...	...	...
9	Trains running over cattle on the line	1,374	6	1,831	1,837	(a) 1	(b) 1	1	...	2	1
10	Trains running over obstructions on the line	141	12	181	193	(b) 5	(b) 4	6	2	11	6
11	Trains running through gates at level-crossings	50	2	59	61	(b) 2	(b) 4	1	...	3	4
12	The bursting of boilers of engines	...	...	1	1	...	...	...	...	...	...
12 (a)	The bursting of tubes, etc., of engines	106	...	138	138	...	...	...	...	...	...
13	The failure of machinery, springs, etc., of engines	297	...	427	427	...	...	...	4	...	4

(a) Not a passenger, but a cattle driver.
(b) Not passengers, but cartmen.

Serial No.	Classes of Accidents.	Average number of accidents during the two previous years.	TWELVE MONTHS ENDING THE 31st DECEMBER 1891. Number. Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Number of passengers and others. Killed.	Injured	Number of servants. Killed.	Injured.	Total all classes. Killed.	Injured.
14	The failure of tyres	7	1	12	13	12	40	6	...	18	40
15	" " of wheels	2	...	6	6	...	...	...	...	...	...
16	" " of axles	77	3	59	62	...	...	...	1	...	1
17	" " of brake apparatus	6	...	3	3	...	...	...	...	...	...
18	" " of couplings	189	2	180	182	...	5	...	2	...	7
19	" " of tunnels, bridges, viaducts, culverts, etc.	2	...	5	5	...	...	...	...	...	...
20	Broken rails	48	...	50	50	...	...	...	...	...	...
21	The flooding of portions of permanent-way	122	16	38	54	...	5	...	1	...	6
22	Slips in cuttings or embankments	43	8	74	82	...	1	...	2	...	3
23	Fire in trains	165	5	163	168	1	1	2	...	3	1
24	Fire at stations, or involving injury to bridges or viaducts	43	3	69	72	(b) 1	(a) 1	...	...	1	4
25	Other accidents	205	10	247	257	1	(c) 17	2	10	3	27
	TOTAL FOR THE TWELVE MONTHS ENDING THE 31st DECEMBER 1891	...	165	4,132	4,297	(d) 65	(e) 146	27	94	92	240
	TOTAL—Average of the two previous years	...	...	...	3,449	16	97	9	29	25	126

(a) Not a passenger, but a cattle driver.
(b) Not a passenger, but an infant of a gangman.
(c) Of these, one was not a passenger.
(d) Of these, nine were not passengers.
(e) Of these, eleven were not passengers.

2. As compared with the average of the two previous years, the number of accidents to trains, rolling stock, permanent-way, etc., during the twelve months ending the 31st December 1891 shows an increase of 848, or 24·59 per cent., with an increase of 1,260·73 miles, or 8·02 per cent., in the mean mileage worked, and of 8,255,395 miles, or 15·75 per cent., in the train-mileage run.

Principal variations as compared with the average of the two previous years.

3. The principal variations occurred under "Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line," 57 against 41; "Collisions between goods trains or parts of goods trains," 109 against 87; "Passenger trains or parts of passenger trains leaving the rails," 97 against 65; "Trains running over cattle on the line," 1,837 against 1,374; "Trains running over obstructions on the line," 193 against 141; "The bursting of tubes, etc., of engines," 138 against 106; "The failure of machinery, springs, etc., of engines," 427 against 297; "The failure of axles," 62 against 77; "The flooding of portions of permanent-way," 54 against 122; "Slips in cuttings or embankments," 82 against 43; "Fire at stations, or involving injury to bridges or viaducts," 72 against 43; and "Other accidents," 257 against 205.

4. The increase under "Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line" was chiefly due to the numbers recorded on the East Indian and Eastern Bengal state railways having risen from 4 and 7 to 12 and 11 respectively.

5. "Collisions between goods trains or parts of goods trains" shewed an increase of 22 accidents. The chief variations were increases of 14 on the North Western railway, 7 on the Eastern Bengal state railway, and 5 on the Rajputana-Malwa railway, and a decrease of 7 on the Madras railway.

6. There was an increase of 32 accidents under "Passenger trains or parts of passenger trains leaving the rails," of which 12 occurred on the South Indian railway and 11 on the North Western railway.

7. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 355; next to that line comes the South Indian railway with 269; then the North Western railway with 173, the Rajputana-Malwa railway with 167, the Eastern Bengal state railway with 136, the Madras railway with 116, the East Indian railway with 107, and the Oudh and Rohilkhand railway with 102.

As compared with the average of the two previous years, there were increases of 145 accidents on the South Indian railway, 128 on the Southern Mahratta railway, 49 on the North Western railway, 41 on the Madras railway, 30 on the Oudh and Rohilkhand railway, 29 on the Bengal-Nagpur railway, 26 on the East Indian railway, and 22 on the Rajputana-Malwa railway, and decreases of 22 on the Eastern Bengal State railway, 11 on the Indian Midland railway, and 10 on the Bengal and North Western railway including the Tirhoot section.

In relation to the train-mileage run, however, the number was highest, on the Dibru-Sadiya railway, which gave an average of 1 accident in 4,133 train-miles, the Southern Mahratta railway coming next with an average of 1 in 6,913; then the Nizam's Guaranteed State, the Nalháti, the South Indian, and the Rohilkhand-Kumaun railway with averages of 1 in 8,211, 1 in 8,893, 1 in 10,807, and 1 in 12,942 respectively. The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 200,638, the Great Indian Peninsula coming next with an average of 1 in 182,772; then the Burma railway with 1 in 119,799, the East Indian with 1 in 89,745, the North Western with 1 in 53,965, and the Bengal and North Western railway, including the Tirhoot section, with 1 in 45,207.

8. Of the increase of 52 accidents under "Trains running over obstructions on the line," 44 took place on the Eastern Bengal State railway alone.

9. Under "The bursting of tubes, etc., of engines" there was an increase of 32 accidents, of which 9 occurred on the South Indian railway and 8 each on the Bengal-Nagpur and Southern Mahratta railways.

10. The number of accidents from "Failure of machinery, springs, etc., of engines" increased chiefly on the North Western railway, 99 against 59; on the Bengal-Nagpur railway, 38 against 10; on the Indian Midland railway, 26 against 9; on the East Indian railway, 26 against 10; and on the Southern Mahratta railway, 42 against 28.

11. The cases of "Failure of axles" were less by 15. The number decreased from 58 to 12 on the Rajputana-Malwa railway, but increased from 1 to 9 on the Bengal and North Western railway, including the Tirhoot section, from *nil* to 5 on the Thaton-Duyinzaik railway, and from *nil* to 4 on each of the East Indian and North Western railways.

12. The decrease under "The flooding of portions of permanent-way" was chiefly owing to the number of accidents having fallen from 40 to 15 on the North Western railway, from 20 to 1 on the Eastern Bengal state railway, and from 16 to 6 on the Southern Mahratta railway.

13. Of the increase of 89 in the number of "Slips in cuttings or embankments," 20 occurred on the North Western railway, 9 on the Bengal-Nagpur railway, and 4 each on the Southern Mahratta and Great Indian Peninsula railways.

14. The accidents from "Fire at stations, or involving injury to bridges or viaducts," increased by 29, of which 40 against 15 occurred on the Eastern Bengal state railway.

15. Under "Other accidents," the noticeable variations were increases of 55 on the North Western railway, 16 on the Bengal-Nagpur railway, 15 on the East Indian railway, and 14 on the Burma state railway, and a decrease of 49 on the Bombay, Baroda and Central India railway.

16. The accidents under "Collisions between passenger trains or parts of passenger trains" numbered 16 against 6, of which there were increases of two each on the Rajputana-Malwa, Eastern Bengal, and Burma state railways.

17. There was an increase of 22 under "Goods trains or parts of goods trains, engines, etc., leaving the rails." The principal variations were increases of 18 on the South Indian railway, of 17 on the North Western railway, of 12 on the Bengal-Nagpur railway, and of 11 on the Burma state railway, and decreases of 16 on the Jorhat railway, of 11 on the Madras railway, and of 7 each on the Southern Mahratta and Darjeeling-Himalayan railways.

18. Of the increase of 11 accidents under "Trains running through gates at level-crossings," 10 occurred on the South Indian railway.

Casualties to passengers, servants, and others not included in para. 1 as compared with the average of the two previous years.

19. The casualties to passengers and servants in the employ of railways or of contractors from accidents not coming under the classification adopted in paragraph 1 were in the case of passengers 65 killed and 212 injured against 44 killed and 140 injured, and in the case of servants 156 killed and 529 injured against 149 killed and 535 injured. (For details, *vide* abstract No. 2.)

Total casualties from all causes.

20. The total casualties to persons from all causes, including trespassers, cases of suicide, etc., were 645 killed and 1,084 injured against 494 killed and 900 injured, the average of the two preceding years. (For details, *vide* abstract No. 2.)

Casualties in yards, workshops, etc.

21. In addition to the above, 62 persons were reported to have been killed and 204 injured in yards, workshops, etc., and 1,016 persons to have died in carriages and at stations from causes unconnected with the working of trains.

22. Abstract No. 5 shews for the year 1891 as compared with ten previous years the proportion of passengers killed and injured while travelling on the several railways open for traffic in India from causes beyond their own control.

23. Abstract No. 6 shews the number of enquiries into train accidents on the several railways open for traffic in India classified under certain heads for the year 1891 as compared with the previous year.

24. The accidents *for the fourth quarter of 1891* are dealt with in the following note :

Note on accidents of the 4th quarter of 1891.

Casualties resulting from accidents to trains, rolling stock, etc., for the 4th quarter of 1891.

The following table gives the number of accidents as classified in paragraph I of the previous note, which resulted in loss of, or injury to, life and limb, and shews the railways on which they occurred :—

RAILWAY.	Number of accidents during the 4th quarter of 1891.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
East Indian . . .	3	...	1	...	2	...	3
Rajputana-Malwa . .	1	...	...	...	1	...	1
Southern Mahratta . .	3	4	11	3	2	7	13
South Indian . . .	1	...	...	...	2	...	2
North Western . . .	4	39	34	2	11	41	45
Eastern Bengal . . .	4	...	...	...	4	...	4
Burma	1	...	4	...	...	...	4
Great Indian Peninsula .	5	13	44	6	28	19	72
TOTAL .	...	56	94	11	50	67	144
Average of the two corresponding quarters of 1889 and 1890.	...	10	23	1	2	11	25

2. *East Indian railway.*—On the 30th October 1891 the engine of the up loop mail in backing on to the train at Sahebgunge was put on a wrong line and collided with several wagons. The shunter was slightly injured.

On the 15th November 1891 an engine, whilst shunting another engine in the locomotive yard at Burdwan, became uncoupled. The latter collided with another engine standing over an ashpit, and forced it through the dead buffer. A fireman was seriously injured and some rolling stock was considerably damaged.

On the 26th November 1891 a collision took place at the Naiháti station between a Hooghly branch train and certain wagons of the Eastern Bengal state railway owing to the carelessness of the driver of the branch train. A passenger was slightly injured and the vehicles and dead buffer considerably damaged.

3. *Rajputana-Malwa railway.*—On the 24th December 1891 an engine, whilst shunting at Agra Fort, collided with a wagon. A khalasi was slightly injured.

4. *Southern Mahratta railway.*—On the 11th October 1891 the engine tender and seven wagons of a special goods were derailed at Savalyapuram while passing over the facing points owing to the pointsman having shifted the lever after the engine had passed over. A fireman was killed.

On the 12th October 1891 a down special mixed collided with an up special at mile 277-21 between Yeliyur and French Rocks owing to the station master of Yeliyur having started the former train without line clear, and given a line clear to French Rocks for the latter. Two firemen and three passengers were killed and a driver, a fireman, and 11 passengers injured. The permanent-way and rolling stock were also greatly damaged. *A detailed report of this accident will be found in appendix A to the abstract return of accidents.*

On the 18th December 1891 a bullock cart was run over by the engine of a down mixed train at mileage 330 between Nandyál and Gázulapalli. The cartman had his skull fractured, from the effects of which he subsequently died.

5. *South Indian railway.*—On the 9th October 1891 a ballast train, whilst being shunted at Pákala, collided with some trucks in a siding, and a brakevan and two vehicles were derailed. Two cooly women were slightly injured.

6. *North Western railway.*—On the 13th November 1891 No. 4 down Calcutta mail collided with the shunting engine at Ráwalpindi through the carelessness of the driver of the mail train. Seven passengers were slightly injured and the rolling stock and permanent-way seriously damaged. The driver was prosecuted, and sentenced to pay a fine of R200.

On the 17th November 1891 a collision took place at Harappa between a material train and some loaded material trucks. The accident was caused by the carelessness of both locomotive and traffic staff. Ten coolies were slightly injured.

On the 5th December 1891, owing to the carelessness of the assistant station master of Satghara, No. 1 up Calcutta mail came into violent collision with No. 8 down mail at 4½ miles from Okára. Thirty-nine passengers and two railway servants were killed and 27 passengers in ured. There was also considerable damage to rolling stock. The assistant station master was prosecuted, and sentenced to thirteen months' rigorous imprisonment and a fine of R100. *A detailed report of this accident will be found in appendix C to the abstract return of accidents.*

On the 17th Dece nber 1891 a water-tank wagon, whilst being hand-shunted was blown away iro.n Golra yard and collided with a ballast train at mile $\frac{1002}{8}$. A jemadar in trying to prevent the wagon from running away was slightly injured.

7. *Eastern Bengal state railway.*—On the 6th October 1891 the whistle and spectacle glass of the engine of a mixed train were broken between Tolly's Nullah and Dock Junction No. 1 by pieces of broken bricks thrown by some persons unknown. A fireman was hurt on the left eye by one of the pieces of brick.

On the 15th November 1891 the engine and a low-sided truck attached to 55 up mail were derailed at the facing points of Dharlla through the carelessness of the pointsman. The driver was slightly injured.

On the 19th November 1891 an engine, whilst placing some wagons on the river front line at Chitpore, struck against a truck which was being loaded. A cooly was slightly hurt.

On the 22nd November 1891 a trolly was run over by an engine at mile 146 between Pauchooria and Rajbári. The accident was caused by the lights of the engine and trolly having been obstructed. The supervising station master, who was on the trolly, had his leg cut off.

8. *Burma state railway.*—On the 2nd December 1891 a down mail collided with an up mixed at Singaing owing to the pointsman having reversed the points. Four passengers were slightly injured.

9. *Great Indian Peninsula railway.*—On the 16th October 1891 two wagons of a ballast train were derailed on a temporary road at mileage 277¾, near Bhusával, owing to the outer rail having sunk on account of the settling down of the bank. Twenty-seven coolies were injured and rolling stock and permanent-way damaged.

On the 5th November 1891, owing to the failure of the tyre of the left leading wheel of the front engine at mileage 509, near Khápri, on the Nágpur branch, two engines and eleven vehicles of a down passenger were derailed and ran down a bank 8 feet high. Twelve passengers (all soldiers) and six railway servants were killed and 40 passengers injured. Permanent-way and rolling stock were also considerably damaged. *A detailed report of this accident will be found in appendix B to the abstract return of accidents.*

On the 6th November 1891 a down mixed train, while standing on the line at Victoria terminus, ran violently into the buffer stops owing to some loaded wagons having been fly-shunted against the train. Two passengers and a railway servant were slightly injured.

On the 16th December 1891 a bullock cart was run over by an up goods train at a gate at mileage 441 near Ráichur cantonment. The bullock was killed and the cartman seriously injured, from the effects of which he subsequently died. The gateman, who was at fault, was prosecuted and sentenced to three months' simple imprisonment and a fine of R200, or, in default, a further term of simple imprisonment for three months.

On the 9th December 1891 the door of a 3rd class carriage of an up passenger train having come in contact with a down local train was broken between Victoria terminus and Masjid stations. Two passengers, one in each train, were injured.

RESOLUTION.—The Government of India notices that with an increase of 1,260·73 miles, or 8·02 per cent., in the mean mileage worked, and of 8,255,395 miles, or 15·75 per cent., in the train-mileage run, the number of accidents to trains, rolling stock, permanent-way, etc., on Indian railways shows an increase of 848, or 24·59 per cent., as compared with the average of the two previous years.

2. The numbers of passengers killed and injured by accidents to trains, etc., were 56 and 135 respectively against 14 and 90, the average of the two previous years; while the numbers of passengers killed and injured from causes other than accidents to trains, etc., were 65 and 212 respectively against 44 and 140. It is observed that the increase in the casualties from train accidents was in a great measure due to the serious accidents which occurred at Khápri

on the Great Indian Peninsula railway and at Okára on the North Western railway, detailed reports of which are given in appendices B and C.

3. Out of a total of 122,611,845 passengers travelling, there were 121 killed and 147 injured, or an average of 1 in 1,013,317 killed and of 1 in 853,347 injured.

The proportion of passengers killed and injured by train accidents from causes beyond their own control as compared with the numbers travelling was 1 killed out of 2,189,488 and 1 injured out of 908,232.

4. The casualties to servants in the employ of railways or of contractors from accidents to trains, etc., were 27 killed and 94 injured against 19 and 80 respectively in the two preceding years. From causes other than accidents to trains, etc., the casualties were 156 killed and 529 injured against an average of 149 killed and 535 injured.

5. With the increases of 8·02 per cent. in the mean mileage worked and of 15·75 per cent. in the train-mileage run, it is observed that the total numbers of casualties from all causes over the whole of the Indian Railway system as compared with the average of the two previous years increased under killed from 494 to 645, or by 30·57 per cent., and under injured from 900 to 1,084, or by 20·44 per cent.

ORDER.—Ordered, that this Resolution, with the abstract returns, be communicated for information to the Local Governments, Administrations, and Officers noted in the margin.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma and Assam.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Rajputana, Central India, and Baluchistan.
The Director General of Railways.
The Consulting Engineer to the Government of India for Railways, Calcutta, Central Division, and Lucknow.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that this Resolution, with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT, *M. Inst. C.E.*,
Under Secretary.

Documents accompanying.

Abstract returns of accidents for the twelve months ending the 31st December 1891.

Enclosure to P. W. D. No. 402 R. Stat., dated 31st August 1892.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the TWELVE months ending 31st December 1891, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed.	Injured.	REMARKS.
PASSENGERS :—			
From accidents to trains, rolling stock, permanent-way, etc.	56	135	
By accidents from other causes, including accidents from their own want of caution or misconduct	65	212	
SERVANTS :—			
From accidents to trains, rolling stock, permanent-way, etc.	27	94	
By accidents from other causes, including accidents from their own want of caution or misconduct	156	529	
OTHER PERSONS :—			
Whilst passing over railways at level-crossings	17	16	
Trespassers	236	82	
Suicides	66	...	
Miscellaneous, not included in either of the above	22	16	
TOTAL .	645	1,084	

ABSTRACT

NUMBER of PERSONS reported, during the TWELVE months ending 31st December 1891, as KILLED or INJURED in INDIA by PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

Serial Number.	RAILWAYS.	PASSENGERS. From accidents to trains, etc. See Abstracts Nos. 3 and 4. Killed.	Injured.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC. 1. From falling between carriages and platforms. Killed.	Injured.	2. Falling on to the platform, ballast, etc., when getting into or out of trains. Killed.	Injured.	3. Whilst crossing the line at stations. Killed.	Injured.	4. By the closing of carriage doors. Killed.	Injured.	5. Falling out of carriages during the travelling of trains. Killed.	Injured.	6. Other accidents. Killed.	Injured.	TOTAL. Killed.	Injured.	Total passengers. Killed.	Injured.	SER[VANTS]. From accidents to trains, etc. See Abstracts Nos. 3 and 4. Killed.	Injured.	FROM CAUSES OTHER THAN [ACCIDENTS …] 1. During shunting operations. Killed.	Injured.	2. Falling off engines, vans, wagons, etc. Killed.	Injured.	3. Coming in contact with over-bridges, etc., during the travelling of trains. Killed.	Injured.	4. Coming in contact, while shunting, with vehicles, etc., standing in adjoining lines. Killed.	Injured.	5. Getting on or off trains, engines, etc. Killed.	Injured.	6. Whilst loading, unloading or sheeting. Killed.	Injured.	7. Whilst breaking, uncoupling or chocking wheels. Killed.	Injured.
	State lines worked by companies.																																		
I	East Indian (a)	...	11	7	10	...	6	1	4	...	1	10	20	1	11	19	52	19	63	1	5	...	4		8	1	1	...	..	1	5	...	6	...	...
III	Bengal-Nágpur	...	...	..		...	...	...	.	..	.	.		.	2	...	2	...	2	1		3	...	.		1	1	...	...	...	2	..	1	...	...
IV	Indian-Midland (b)	...	...	...	..	1	...	...	..	.		...	3	1		2	3	2	3	1	..	...	...	1	1	...	...	..	...	1	2	...	...	...	...
X	Bengal and North Western— Tirhoot section. Company's section.	...	...	1	...	1	...	...	...	...	...	.	...	..	..	2	..	2	...	...	1	...	1	1	..	..	...	...	...	1	..	..	...	...	..
XII	Rajputana-Malwa (c)	1	16	...	..	1	1	...	1	...	2	1	17	2	2	4	23	5	39	..	2	1	3	1	7	1	1	..	...	1	3	...	...	...	...
XIII	Southern Máhratta (d)	3	12	...	1	...	1	...	...	...	...	1	2	..	3	1	7	4	19	4	3	...	..	1	1	.	1	.	...	..	1	...	3	...	..
XV	South Indian	...	...	...	1	...	...	...	...	...	...	...	3	..	...	...	4	...	4	1	4	...	1	1	4	...	...	...	...	1	...	...	6	..	..
	State lines worked by the State.																																		
XIX	North Western (f)	39	35	...	1	1	2	...	...	...	...	10	26	2	4	13	33	52	68	9	20	...	2	3	5	.	.	...	...	3	7	2	2	...	1
XXI	Oudh and Rohilkhand	...	2	1	1	...	1	...	...	...	1	.	14	..	...	1	17	1	19	1	...	...	...	1	1	...	...	...	...	...	4	.	1	...	1
XXII	Eastern Bengal (g)	1	1	...	2	1	...	...	3	...	...	2	8	...	...	3	13	4	14	1	8	3	1	2	6	.	...	...	4	..	...	4	16	...	...
XXX	Burma (h)	...	5	...	2	...	...	...	1	..	...	1	2	..	.	1	5	1	10	1	.	..	3	2	1	...	...	...	2	...	...	1	1	...	...
XXXII	Nalbáti	...	...	...	..	...		...	...	..	...	...	.	..	...	...	.	.	.	.	.	...	..	.	...	...	...	...	..	...	..	...	...	...	...
XXXIII	Cherra-Companygunj	...	...	...	...	...	...	...	..	..	...			..	...	...	...		...	..	...	...	...	.	..	...	...	...	..	...	...	...	...	...	..
XXXIV	Jorhát	...	...	...	...	...	...	...	...	...	...	..	...	...	.	...	...	...	..	..	.	...	..	..	.	...	...	...	..	...	..	...	...	...	...
	Lines worked by guaranteed companies.																																		
XXXV	Great Indian Peninsula. (i)	12	45	1	2	...	6	2	...	...	...	1	10	2	6	6	24	18	69	7	47	5	7	1	16	...	2	1	...	1	15	1	7	...	4
XXXVI	Bombay, Baroda and Central India. (j)	...	5	1	1	1	1	...	...	...	...	1	12	1	1	4	15	4	20	...	1	1	2	...	2	...	...	...	...	1	5	...	1	...	..
XXXVII	Madras	...	...	1	...	1	...	...	...	...	...	2	3	...	...	4	3	4	3	..	...	...	...	...	1	...	1	...	...	...	1	...	6	1	...
	Assisted companies.																																		
XL	Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...	..	..	...	...	...	...	...	...	...	...	...	..
XLI	Rohilkhand-Kumaun (Company's section) (k)	...	..	1	...	...	...	...	...	...	...	1	...	...	...	2	...	2	...	...	...	..	1	1	...	...	...	...	...	...	2	...	...	...	...
XLII	Dibru-Sadiya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...
XLV	Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	.	...	..	...	...	...	...	...	...	.	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	Thatôn-Duyinzáik	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned by Native States and worked by companies.																																		
L	The Nizam's Guaranteed State. (l)	...	...	...	...	...	...	...	...	...	...	...	1	2	...	2	1	2	1	...	...	...	2	...	...	...	...	...	2	...	...	...	...	...	...
LIV	The Gaekwar's Dabhoi	...	...	...	...	...	...	...	...	...	...	...	2	...	1	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Lines owned and worked by Native States.																																		
LIX	Jodhpore-Bickaneer	...	...	...	...	...	1	...	...	...	...	...	1	...	1	...	3	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LX	Bhávnagar-Gondal-Junágarh-Porbandar.	...	2	...	...	...	...	...	.	..	...	...	3	1	1	1	4	1	6	...	2	...	...	...	...	...	...	...	...	...	...	...	1	...	...
LXI	Morvi	...	1	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	1	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	1891	56	185	18	21	7	19	3	9	...	4	30	127	12	32	65	212	121	347	27	94	13	28	15	58	4	7	1	8	10	47	8	51	1	6
	Average of two previous years	14	90	4	12	5	18	3	...	1	3	23	81	8	26	44	140		230	9	30	15	48	13	48	1	6	1	1	16	40	4	67	...	5

(a) Includes the Patna-Gya, Tárakeshwar and Delhi-Umballa-Kalka railways.
(b) " the Bhopal-Itársi railway.
(c) " the Gaekwar's Mehsána railway.
(d) Includes the Mysore section and the Kolhápur railway.
(f) " the Amritsar-Pathánkot, Rájpura-Bhátinda and Jammu and Kashmir railways.

No. 2.

the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

VANTS. — ACCIDENTS TO TRAINS, ETC. | OTHERS.

8. Whilst working at cranes or capstans.		9. Whilst working on the permanent-way or in sidings.		10. Whilst walking along the line on the way home, or to work.		11. Whilst walking, crossing, or standing on the line.		12. Whilst passing between vehicles.		13. Whilst attending to the machinery of engines, cleaning them, etc.		14. Whilst attending to gates at level-crossings.		15. Falling or being caught between vehicles and platforms.		16. Falling off ladders, scaffolds, platforms, etc.		17. By falling of lamps, wagon doors, timber, weights, etc.		18. Whilst coupling or uncoupling wagons.		19. Miscellaneous.		TOTAL.		Total servants.		Whilst passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total others.		Total all classes.		Serial Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	5	3	2	...	...	5	5	...	1	...	2	3	...	2	3	...	5	..	2		6	1	14	18	109	19	114	3	1	54	10	22	.	4	3	83	14	121	191	I
...	...	...	...	1	...	...	..	...	..	...	1		..	..	.	...	...	..	1	1	1	..	..	6	7	7	7	.	...	6	6	3	.	1	.	10	6	17	15	III
...	...	...	...	...	..	3	3	...	...	...	...	..	..	.	.	...	...	..	.	..	...	...	..	5	6	6	6	1	1	5	1	4	.	1	..	11	2	19	11	IV
...	...	...	...	..	..	..	..	...	...	...	...	.	...	.		...	...	...	...	..	...	2	2	4	3	4	4	...	..	21	5	10	...	.	1	31	6	37	10	X
...	...	...	1	...	...	1	4	..	...	.	2	...	...	..	..	...	1	...	1	1	3	1	7	7	38	7	35	1	...	24	6	2		..	1	27	7	30	81	XII
...	...	...	1		...	...	6	...	...	...	...	...	...	...	...	...	...	..	.	...	3	...	2	1	18	5	21	1	2	6	5	4	...	1	...	12	7	21	47	XIII
...	2	1	3	...	...	1	3	...	...	...	1	...	...	..	2	...	5	...	2	...	1	1	5	5	35	6	39	2	3	4	4	..	..	2	...	8	7	14	50	XV
...	...	...	...	..	1	4	6	5	...	1	2	3	..	1	1		...	1	1	2	5	9	17	35	50	44	70	2	..	26	9	5	...	3	4	36	13	132	151	XIX
...	...	1	1	1	..	...	1	...	...	...	...	...	1	.	...	..	2	..	...	...	1	2	2	5	15	6	15	1	1	10	7	6	..	[illegible]	..	19	8	26	42	XXI
...	...	...	...	2	...	...	2	...	...	...	6	1	1	...	..	...	1	...	...	1	5	1	13	14	55	15	63	1	1	35	8	..	...	1	3	37	12	56	89	XXII
...	1	...	...	...	...	...	...	...	...	...	5	...	..		.	.	...	1	...	...	..	1	..	5	13	6	13	1	1	8	4	1	...	..	.	10	5	17	28	XXX
...	...	...	...	...	.	...	..	...	...	..	...	...	..		...	...	...	...	...	...	..	...	..		...		...	.	..	..	..	...	.	..	..	...	..	...	...	XXXII
...	...	...	...	...	...	..	...	..	..	...	...	..	.	...	.	...	...	...	...	...	..	..	..	...	...	..	...	.		..	..	..	.	..	.	...	..	..	...	XXXIII
...	.	...	...	..	...	...	..	...	.	...	.	..	...	..	...	...	..	...	...	...	...	...	...	..	...	...	...	...	..	..	..	...		...		...	...	...	...	XXXIV
...	...	...	4	1	...	20	17	1	1	...	2	...	..	...	...	...	1	...	7	2	15	3	15	36	113	43	160	2	2	14	9	7	...	2	1	25	12	86	241	XXXV
...	...	...	...	...	...	3	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	2	5	14	5	15	2	1	6	2	1	...	2	3	11	6	20	41	XXXVI
...	1	...	5	...	1	1	2	...	1	...	...	...	...	2	1	1	3	1	8	...	1	1	8	7	40	7	40	..	2	5	..	1	...	1	..	7	2	18	45	XXXVII
...	...	...	...	...	...	...	..	...	.	...	...	...	...	.	.	...	..	...	...	...	...	...	..	...	...	..	...	...	.	..	...	...	...	..	..	...	...	...	...	XL
...	...	...	...	...	..	...	...	...	...	..	...	...	...	...	...	..	...	...	...	...	...	...	..	1	3	1	3	...		5	3	...	...	...	...	5	3	8	6	XLI
...	...	...	...	...	. .	...	...	..	..	...	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...	..	...	...	...	3	2	...	...	...	..	3	2	3	2	XLII
...	...	...	...	...	...	...	...	...	..	...	...	.	...		...	..	...	...	...	...	...	.	1	...	2	..	3	...	...	...	...	...	..	...	...	...	...	...	3	XLV
...	...	..	...		..	...	...	...		...	...		...	..	...	.	...	..	...	...	..	...	...	...	..	..	...	...	.	...	...	...	..	..	...	...	..	...	...	XLVI
...	...	...	...	...	.	...	...	...	...	...	7	1	...	...	...	...	...	...	1	...	...	1	...	2	12	2	12	...	1	2	...	...	...	2	...	4	1	8	14	L
...	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	..	...	..	...	...		...	3	LIV
...	..	...	...	...	...	...	...	..	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1	...	1	3	LIX
...	...	...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	3	...	...	...	...	...	...	...	...	...	...	1	9	LX
...	...	...	...	...	...	...	..	...	...	...	..	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	1	1	1	2	LXI
..	9	5	17	5	2	38	50	6	3	1	28	8	2	5	7	1	18	3	24	9	41	23	128	156	529	183	633	17	16	236	82	66	...	22	16	341	114	645	1,084	
..	8	5	20	6	8	37	40	4	8	...	15	6	4	3	4	2	16	2	29	7	42	27	126	149	535	158	565	13	13	181	75	64	5	20	12	278	105	494	900	

(g) Includes the narrow gauge sections and the Bengal Central railway.
(h) " the Toungoo-Mandalay extension and the Mu Valley railway.
(i) " the Wardha Coal, Dhond-Manmad, Khámgaon and Amráoti railways.

(j) Includes the Gaekwar's Petlád railway.
(k) " the Lucknow-Bareilly section.
(l) " the Bezváda extension.

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending 31st December 1891, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others and of railway servants KILLED OR INJURED in each class of accident.

I.—EAST INDIAN (a)

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	...	10	...	...	...	10
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	9	3	12	...	1	...	2	...	3
3. Collisions between goods trains or parts of goods trains	2	11	13	...	...	1	...	1	...
4. Collisions between light engines	1	6	7	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails	1	1	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	24	25	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	3	4	...	...	...	1	...	1
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	107	107	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	18	18	...	(c)1	...	...	...	1
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	26	26	...	...	...	1	...	1
14. The failure of tyres	...	3	3	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	4	4	...	...	...	...	...	...
17. Ditto brake apparatus	...	1	1	...	...	...	...	...	...
18. Ditto couplings	...	4	4	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	1	1	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	1	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	1	1	...	...	...	...	...	...
23. Fire in trains	...	5	5	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	6	6	...	...	...	...	...	...
25. Other accidents	...	23	23	...	(d)1	...	...	...	1
TOTAL ALL CLASSES	16	252	268	...	13(e)	1	5	1	18

III.—BENGAL-NAGPUR.

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1.	...	1	1	...	...	...	...	...	...
2.	...	...	...	...	...	...	...	...	...
3.	...	3	3	...	...	...	...	...	...
4.	...	...	...	...	...	...	...	...	...
5.	...	5	5	...	...	...	...	...	...
6.	...	28	28	...	...	...	...	...	...
7.	...	7	7	...	...	...	...	...	...
8.	...	1	1	...	...	...	...	...	...
9.	1	68	69	...	...	...	...	...	...
10.	1	7	8	...	...	1	...	1	...
11.	...	...	...	...	...	...	...	...	...
12.	...	...	...	...	...	...	...	...	...
12(a).	...	1	1	...	...	...	...	...	...
13.	...	38	38	...	...	...	...	...	...
14.	...	...	...	...	...	...	...	...	...
15.	...	...	...	...	...	...	...	...	...
16.	...	...	...	...	...	...	...	...	...
17.	...	...	...	...	...	...	...	...	...
18.	...	21	21	...	...	...	...	...	...
19.	...	4	4	...	...	...	...	...	...
20.	...	8	8	...	...	...	...	...	...
21.	...	...	...	...	...	...	...	...	...
22.	...	29	29	...	...	...	...	...	...
23.	...	1	1	...	...	...	...	...	...
24.	...	...	...	...	...	...	...	...	...
25.	...	22	22	...	...	...	...	...	...
TOTAL ALL CLASSES	2	244	246	...	...	1	...	1	...

IV.—INDIAN MIDLAND (b)

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1.	...	...	...	...	...	...	...	...	...
2.	...	...	...	...	...	...	...	...	...
3.	...	2	2	...	...	...	...	...	...
4.	...	...	...	...	...	...	...	...	...
5.	...	...	...	...	...	...	...	...	...
6.	...	16	16	...	...	...	...	...	...
7.	...	1	1	...	...	...	...	...	...
8.	...	...	...	...	...	...	...	...	...
9.	...	45	45	...	...	...	...	...	...
10.	2	3	5	(c)1	(c)1	1	...	2	1
11.	...	...	...	...	...	...	...	...	...
12.	...	...	...	...	...	...	...	...	...
12(a).	...	1	1	...	...	...	...	...	...
13.	...	26	26	...	...	...	...	...	...
14.	...	...	...	...	...	...	...	...	...
15.	...	...	...	...	...	...	...	...	...
16.	...	...	...	...	...	...	...	...	...
17.	...	...	...	...	...	...	...	...	...
18.	...	7	7	...	...	...	...	...	...
19.	...	...	...	...	...	...	...	...	...
20.	...	3	3	...	...	...	...	...	...
21.	...	1	1	...	...	...	...	...	...
22.	...	4	4	...	...	...	...	...	...
23.	...	...	...	...	...	...	...	...	...
24.	...	...	...	...	...	...	...	...	...
25.	...	8	8	...	...	...	...	...	...
TOTAL ALL CLASSES	2	117	119	(c)1	(c)1	1	...	2	1

X.—BENGAL AND NORTH WESTERN—{ TIRHOOT SECTION. { COMPANY'S SECTION.

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1.	...	...	...	...	...	...	...	...	...
2.	2	3	5	...	...	...	...	...	...
3.	...	2	2	...	...	...	...	...	...
4.	...	...	...	...	...	...	...	...	...
5.	...	2	2	...	...	...	...	...	...
6.	2	16	18	...	...	...	1	...	1
7.	...	1	1	...	...	...	...	...	...
8.	...	...	...	...	...	...	...	...	...
9.	...	34	34	...	...	...	...	...	...
10.	...	1	1	...	...	...	...	...	...
11.	...	...	...	...	...	...	...	...	...
12.	...	...	...	...	...	...	...	...	...
12(a).	...	1	1	...	...	...	...	...	...
13.	...	11	11	...	...	...	...	...	...
14.	...	...	...	...	...	...	...	...	...
15.	...	...	...	...	...	...	...	...	...
16.	...	9	9	...	...	...	...	...	...
17.	...	...	...	...	...	...	...	...	...
18.	...	6	6	...	...	...	...	...	...
19.	...	...	...	...	...	...	...	...	...
20.	...	...	...	...	...	...	...	...	...
21.	1	...	1	...	...	...	...	...	...
22.	...	...	...	...	...	...	...	...	...
23.	...	...	...	...	...	...	...	...	...
24.	...	...	...	...	...	...	...	...	...
25.	...	4	4	...	...	...	...	...	...
TOTAL ALL CLASSES	5	90	95	...	...	...	1	...	1

(a) Includes the Patna-Gya, Tárakeshwar and Delhi-Umballa-Kalka railways. (b) Includes the Bhopal-Itarsi railway. (c) Not a passenger but a cartman. (d) Not a passenger but a cooly. (e) Of these, two were not passengers.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending 31st December 1891, etc.—*continued.*

XII.—RAJPUTANA-MALWA. (f)

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	...	3	3	...		...		...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	3	3	...	...	...	..	...	...
3. Collisions between goods trains or parts of goods trains	...	13	13	..	..	...	1	...	1
4. Collisions between light engines	...	3	3	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	4	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	7	8	..	...	...	...	..	...
8. Trains running into stations or sidings at too high a speed	...	1	1	...	..	...	...	...	...
9. Trains running over cattle on the line	3	164	167	...	(a)1	...	...	...	1
10. Ditto over obstructions on the line	...	21	21	...		...	...	...	...
11. Ditto through gates at level-crossings	...	5	5	..	..	...	..	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto tubes, etc., of engines	...	28	28	...	..	...	..	...	...
13. The failure of machinery, springs, etc., of engines	...	28	28	...	..	..	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	1	11	12	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	1	33	34	...	3	...	...	...	3
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	3	3	...	...	...	...	...	...
22. Slips in cuttings or embankments	1	1	2	...	...	...	...	...	...
23. Fire in trains	...	..	..	...	...	..	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	1	12	13	1	13	...	1	1	14
TOTAL ALL CLASSES	8	344	352	1	(b) 17	...	2	1	19

XIII.—SOUTHERN MAHRATTA. (g)

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	3	11	2	2	5	13
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	2	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	7	7	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	2	2	..	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	2	3	...	...	1	...	1	...
7. Trains or engines travelling in the wrong direction through points	...	3	3	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	2	353	355	...	...	1	...	1	...
10. Ditto over obstructions on the line	2	8	10	(c)2	(d)1	...	...	2	1
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	..	...	..	...	...	...
12(a). Ditto tubes, etc., of engines	...	21	21	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	42	42	...	...	...	...	...	...
14. The failure of tyres	...	5	5	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	1	1	...	...	...	..	...	...
17. Ditto brake apparatus	...	...	..	...	...	...	...	...	...
18. Ditto couplings	...	20	20	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	3	3	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	5	6	...	...	...	...	...	...
22. Slips in cuttings or embankments	1	6	7	...	1	...	...	...	1
23. Fire in trains	...	20	20	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...
25. Other accidents	1	8	9	...	...	...	1	...	1
TOTAL ALL CLASSES	9	512	521	(e) 5	(b) 13	4	3	9	16

XV.—SOUTH INDIAN.

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	..	2	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	4	3	7	...	..	1	4	1	4
4. Collisions between light engines	...	2	2	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	6	6	12	...	...	...		...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	2	37	39	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	269	269	...	...	...	...	...	..
10. Ditto over obstructions on the line	1	10	11	...	..	...	...	...	...
11. Ditto through gates at level-crossings	...	18	18	...	...	..	...	..	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto tubes, etc., of engines	...	30	30	...	...	...	...	..	...
13. The failure of machinery, springs, etc., of engines	...	29	29	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	..	...	...	..	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	1	4	5	...	...	..	...	...	...
17. Ditto brake apparatus	...	2	2	...	...	...	...	...	...
18. Ditto couplings	...	3	3	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	3	3	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	2	2	...	...	...	...	...	...
23. Fire in trains	...	20	20	...	...	.	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	..	...	...	...
25. Other accidents	...	13	13	...	...	...	...	...	...
TOTAL ALL CLASSES	14	459	473	...	...	1	4	1	4

XIX.—NORTH WESTERN. (h)

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	39	27	2	...	41	27
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	7	2	9	...	8	...	4	...	12
3. Collisions between goods trains or parts of goods trains	3	27	30	...	...	...	10	...	10
4. Collisions between light engines	...	4	4	.	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	4	16	20	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	5	37	42	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	1	4	5	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	1	1	...	...	...	...	...	...
9. Trains running over cattle on the line	...	173	173	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	15	16	...	...	3	1	3	1
11. Ditto through gates at level-crossings	...	8	8	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto tubes, etc., of engines	...	40	40	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	99	99	...	...	..	...	...	...
14. The failure of tyres	...	2	2	...	...	..	...	...	...
15. Ditto wheels	...	2	2	...	...	...	...	...	...
16. Ditto axles	...	4	4	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	7	7	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way	9	6	15	...	...	...	...	...	...
22. Slips in cuttings or embankments	5	19	24	...	...	...	...	...	...
23. Fire in trains	2	18	20	...	...	2	...	2	...
24. Fire at stations, or involving injury to bridges or viaducts	1	10	11	...	...	...	...	...	...
25. Other accidents	7	69	76	...	...	2	5	2	5
TOTAL ALL CLASSES	46	567	613	39	35	9	20	48	55

Statement No. 3.—Accidents to trains, rolling stock, permanent-way, etc., reported during the twelve months ending 31st December 1891, etc.—continued.

XXXVII.—Madras.

Accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Passengers and others: Killed.	Passengers and others: Injured.	Servants: Killed.	Servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	1	1	2	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	3	3	...	...	...	...	...	...
3. Collisions between goods trains or parts of good trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	3	3	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	31	31	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	116	116	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	2	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	2	2	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	44	44	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	1	4	5	...	...	...	...	...	...
25. Other accidents	...	2	2	...	...	...	...	...	...
Total all classes	3	214	217	...	...	...	...	...	...

XL.—Deoghur.

Accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Passengers and others: Killed.	Passengers and others: Injured.	Servants: Killed.	Servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1.	...	...	...	...	...	...	...	...	...
2.	...	...	...	...	...	...	...	...	...
3.	...	...	...	...	...	...	...	...	...
4.	...	...	...	...	...	...	...	...	...
5.	...	...	...	...	...	...	...	...	...
6.	...	...	...	...	...	...	...	...	...
7.	...	...	...	...	...	...	...	...	...
8.	...	...	...	...	...	...	...	...	...
9.	...	1	1	...	...	...	...	...	...
10.	...	...	...	...	...	...	...	...	...
11.	...	...	...	...	...	...	...	...	...
12.	...	...	...	...	...	...	...	...	...
12(a).	...	...	...	...	...	...	...	...	...
13.	...	...	...	...	...	...	...	...	...
14.	...	...	...	...	...	...	...	...	...
15.	...	...	...	...	...	...	...	...	...
16.	...	...	...	...	...	...	...	...	...
17.	...	...	...	...	...	...	...	...	...
18.	...	...	...	...	...	...	...	...	...
19.	...	...	...	...	...	...	...	...	...
20.	...	...	...	...	...	...	...	...	...
21.	...	...	...	...	...	...	...	...	...
22.	...	...	...	...	...	...	...	...	...
23.	...	...	...	...	...	...	...	...	...
24.	...	...	...	...	...	...	...	...	...
25.	...	...	...	...	...	...	...	...	...
Total all classes	...	1	1	...	...	...	...	...	...

XLI.—Rohilkhand-Kumaun. (Company's section.) (a)

Accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Passengers and others: Killed.	Passengers and others: Injured.	Servants: Killed.	Servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1.	...	...	...	...	...	...	...	...	...
2.	...	...	...	...	...	...	...	...	...
3.	...	...	...	...	...	...	...	...	...
4.	...	...	...	...	...	...	...	...	...
5.	...	1	1	...	...	...	...	...	...
6.	...	8	8	...	...	...	...	...	...
7.	...	1	1	...	...	...	...	...	...
8.	...	...	...	...	...	...	...	...	...
9.	...	23	23	...	...	...	...	...	...
10.	...	1	1	...	...	...	...	...	...
11.	...	3	3	...	...	...	...	...	...
12.	...	...	...	...	...	...	...	...	...
12(a).	...	1	1	...	...	...	...	...	...
13.	...	5	5	...	...	...	...	...	...
14.	...	...	...	...	...	...	...	...	...
15.	...	...	...	...	...	...	...	...	...
16.	...	...	...	...	...	...	...	...	...
17.	...	4	4	...	...	...	...	...	...
18.	...	...	...	...	...	...	...	...	...
19.	...	...	...	...	...	...	...	...	...
20.	...	3	3	...	...	...	...	...	...
21.	...	...	...	...	...	...	...	...	...
22.	...	...	...	...	...	...	...	...	...
23.	...	...	...	...	...	...	...	...	...
24.	...	2	2	...	...	...	...	...	...
25.	...	...	...	...	...	...	...	...	...
Total all classes	...	52	52	...	...	...	...	...	...

XLII.—Dibru-Sadiya.

Accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Passengers and others: Killed.	Passengers and others: Injured.	Servants: Killed.	Servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1.	...	...	...	...	...	...	...	...	...
2.	1	...	1	...	...	...	...	...	...
3.	1	...	1	...	...	...	...	...	...
4.	...	...	...	...	...	...	...	...	...
5.	1	12	13	...	...	...	...	...	...
6.	...	18	18	...	...	...	...	...	...
7.	...	...	...	...	...	...	...	...	...
8.	...	...	...	...	...	...	...	...	...
9.	...	37	37	...	...	...	...	...	...
10.	...	2	2	...	...	...	...	...	...
11.	...	1	1	...	...	...	...	...	...
12.	...	...	...	...	...	...	...	...	...
12(a).	...	1	1	...	...	...	...	...	...
13.	...	15	15	...	...	...	...	...	...
14.	...	...	...	...	...	...	...	...	...
15.	...	...	...	...	...	...	...	...	...
16.	...	...	...	...	...	...	...	...	...
17.	...	21	21	...	...	...	...	...	...
18.	...	...	...	...	...	...	...	...	...
19.	...	...	...	...	...	...	...	...	...
20.	...	3	3	...	...	...	...	...	...
21.	...	...	...	...	...	...	...	...	...
22.	...	...	...	...	...	...	...	...	...
23.	...	...	...	...	...	...	...	...	...
24.	...	1	1	...	...	...	...	...	...
25.	...	...	...	...	...	...	...	...	...
Total all classes	3	111	114	...	...	...	...	...	...

(a) Includes the Lucknow-Bareilly section.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending 31st December 1891, etc.,—*continued.*

	XLV.—DARJEELING-HIMALAYAN.								
	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	4	4	...	...	...	1	...	1
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	3	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	5	5	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	1	1	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	13	13	...	...	...	1	...	1

	XLVI.—THATÔN-DUYINZÁIK.								
	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	5	5	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	7	7	...	...	...	...	...	...

	L.—THE NIZAM'S GUARANTEED STATE.(a)								
	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	1	...	1	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	5	...	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	12	...	12	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	77	77	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	3	3	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	36	36	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	2	...	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	7	7	...	...	...	...	...	...
TOTAL ALL CLASSES	20	124	144	...	...	...	...	...	...

	LIV.—THE GAEKWAR'S DABHOI.								
	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	2	2	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	2	2	...	...	...	...	...	...
16. Ditto axles	...	1	1	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	2	2	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	2	2	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	9	9	...	...	...	...	...	...

(a) Includes the Bezwáda extension.

E

STATEMENT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the twelve months ending 31st December 1891, etc.—*concluded.*

	LIX.—JODHPORE—BICKANEER.									LX.—BHÁVNAGAR-GONDAL-JUNÁGARH—PORBANDAR.									LXI.—MORVI.								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.		Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	10	10	...	...	...	...	...	...	...	19	19	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto axles	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto couplings	...	...	...	...	...	...	...	...	...	1	...	1	...	2	...	2	...	4	...	1	1	...	...	...	...	...	...
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	3	3	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	1
TOTAL ALL CLASSES	...	21	21	...	...	...	...	...	...	3	21	24	...	2	...	2	...	4	2	12	14	...	1	...	...	...	1

ABSTRACT No. 4.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., on the several railways open for traffic in INDIA, reported during the twelve months ending 31st December 1891, distinguishing the different CLASSES of accidents and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of ACCIDENT.

	TOTAL.								
	Number.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	6	10	16	42	52	4	2	46	54
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	22	35	57	...	11	...	8	...	19
3. Collisions between goods trains or parts of goods trains	14	95	109	...	1	3	24	3	25
4. Collisions between light engines	1	20	21	...	...	...	2	...	2
5. Passenger trains or parts of passenger trains leaving the rails	25	72	97	...	3	1	2	1	5
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	25	299	324	...	...	1	29	1	29
7. Trains or engines travelling in the wrong direction through points	4	53	57	...	...	...	2	...	2
8. Trains running into stations or sidings at too high a speed	...	5	5	...	...	...	...	...	...
9. Trains running over cattle on the line	6	1,831	1,837	(a) 1	(b) 1	1	...	2	1
10. Ditto over obstructions on the line	12	181	193	(b) 5	(b) 4	6	2	11	6
11. Ditto through gates at level-crossings	2	59	61	(b) 2	(b) 4	1	...	3	4
12. The bursting of boilers of engines	...	1	1	...	...	...	...	...	...
12.(a) The bursting of tubes, etc., of engines	...	138	138	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	427	427	...	...	...	4	...	4
14. The failure of tyres	1	12	13	12	40	6	...	18	40
15. Ditto wheels		6	6	...	...	...	...	...	...
16. Ditto axles	3	59	62	...	...	...	1		1
17. Ditto brake apparatus	...	3	3	...	...	...	...	...	...
18. Ditto couplings	2	180	182	...	5	...	2	...	7
19. Ditto tunnels, bridges, viaducts, culverts, etc.	...	5	5	...	...	...	...	...	...
20. Broken rails	...	50	50	...	...	...	...	...	...
21. The flooding of portions of permanent-way	16	38	54	...	5	...	1	...	6
22. Slips in cuttings or embankments	8	74	82	...	1	...	2	...	3
23. Fire in trains	5	163	168	1	1	2	...	3	1
24. Fire at stations, or involving injury to bridges or viaducts	3	69	72	(c) 1	(a) 1	...	3	1	4
25. Other accidents	10	247	257	1	(d) 17	2	10	3	27
TOTAL ALL CLASSES	165	4,132	4,297	(e) 6	(f) 146	27	91	92	240

Mean mileage worked	16,986·63
Number of servants employed	170,165
Train-mileage of all descriptions	60,664,240
Number of passengers carried	122,611,345
Passenger-mileage	5,222,427,960
Per mile open—	
Train-mileage of all descriptions	3,571
Number of passengers carried	7,218
Passenger-mileage	307,443
Total passengers—	
Killed per million of passengers	0·457
Injured per ditto ditto	1·101
Killed per million of passenger-miles	0·011
Injured per ditto ditto	0·026

(a) Not a passenger but a cattle driver.
(b) Not passengers but cartmen.
(c) Not a passenger but an infant of a gangman.
(d) Of these, one was not a passenger.
(e) Of these, nine were not passengers.
(f) Of these, eleven were not passengers.

ABSTRACT No. 5.

PROPORTION of PASSENGERS KILLED AND INJURED on THE SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in passenger-journeys for the years 1881 to 1891.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL, FROM ACCIDENTS TO TRAINS.		Number of passenger-journeys (inclusive of journeys by season-ticket holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1881	4	71	54,763,683	1 in 13,690,921	1 in 771,319
1882	15	41	58,875,918	1 in 3,925,061	1 in 1,435,998
1883	2	46	65,098,953	1 in 32,549,476	1 in 1,415,195
1884	11	50	73,815,119	1 in 6,710,465	1 in 1,476,302
1885	4	33	80,864,779	1 in 20,216,194	1 in 2,450,447
1886	3	43	88,436,318	1 in 29,478,773	1 in 2,056,659
1887	4	62	95,411,779	1 in 23,852,945	1 in 1,533,900
1888	2	26	103,156,013	1 in 51,578,006	1 in 3,967,539
1889	27	155	110,402,883	1 in 4,088,977	1 in 712,273
1890	1	24	113,828,810	1 in 113,828,810	1 in 4,743,700
1891	56	135	122,611,345	1 in 2,189,488	1 in 908,232

ABSTRACT No. 6.

STATEMENT showing the NUMBER of ENQUIRIES into TRAIN ACCIDENTS on the SEVERAL RAILWAYS open for TRAFFIC in INDIA, classified under certain heads for the year 1891, as compared with previous year.

Class of accident.	1890.	1891.
A.—From engines or vehicles meeting with obstruction, or leaving the rails in consequence of obstructions, or from defects in connection with the permanent-way or works .	53	77
B.—From boiler explosions, failures of axles, wheels, or tyres, or from other defects in the rolling stock	47	99
C.—From trains entering stations at too great speed	...	...
D.—From collisions between engines and trains following one another on the same line of rails, excepting at junctions, stations, or sidings	6	4
E.—From collisions at junctions	...	7
F.—From collisions within fixed signals at stations or sidings	23	16
G.—From collisions between engines or trains meeting in opposite directions . . .	6	17
H.—From collisions at level-crossings of two railways	...	...
I.—From engines or trains being wrongly run or turned into sidings, or otherwise through facing points	18	16
J.—On inclines	...	..
K.—From trains on fire	1	5
L.—Miscellaneous	16	21
TOTAL .	170	262

APPENDIX A.

REPORT by CAPTAIN A. D. G. SHELLEY, R.E., GOVERNMENT INSPECTOR for RAILWAYS, on the collision which occurred on 12th October 1891, between YELIYUR and FRENCH ROCKS, on the MYSORE RAILWAY.

I have the honour to submit, for the information of the Government of India, the following report on the collision which occurred on the Mysore state railway on 12th October 1891.

2. At about 0-30 on the morning of 12th October 1891, a Special Down Mixed train booked to leave Bangalore for Mysore at 15-25, and No. 9 Up Dasara Special billed to leave Mysore at 22-0, came into collision at mile $\frac{77}{4}$, between Yeliyur and French Rocks stations on the Mysore state railway. Five persons were killed, thirteen injured, and the rolling stock of both trains greatly damaged

3. The 15-25 Down Special, which was conveying a portion of Fillis' Circus troupe, was timed to cross the No. 9 Up Dasara Special at Paschamvahini. The train had a late start of two hours from Bangalore and reached Mandya (the station before Yeliyur) about 2¼ hours late, where it was delayed about 53 minutes owing to inattention at Yeliyur to the telegraph. The train left Mandya at 23-36, and arrived at Yeliyur at 23-58 where No. 7 Up Dasara Special was crossed. At about 0-10 the train left for French Rocks.

4. The No. 9 Up Special was timed to leave Mysore at 22-0, but starting 25 minutes late did not reach French Rocks until 23-46 where, after a detention of about 26 minutes, it left for Yeliyur.

5. The 15-25 train was composed of the following stock:

Engine No. 211.	1 Third class carriage.
7 High-sided wagons.	3 Second class carriages.
3 Covered goods wagons.	1 First class carriage.
1 Third class carriage.	1 Second class carriage.
4 Covered goods wagons.	1 Brake-van.

6. No. 9 Up train was composed of the following engines and vehicles:

2 Engines Nos. 215 and 216.	1 Brake-van.
1 Third class brake carriage.	5 Covered goods wagons.
1 Horse box.	1 Low-sided truck.
4 Low-sided trucks.	10 Covered goods wagons.
2 High-sided wagons.	1 Brake-van.

DESCRIPTION.

7. The accident occurred on an embankment, and on a curve of 1,200 feet radius, 580 feet from the Mysore end of a grade of $\frac{1}{70}$ rising towards Bangalore, and of 4,375 feet total length. The grade is followed on the Mysore side by 367 feet of level, succeeded by 1,800 feet on a gradient of $\frac{1}{115}$. The view on the curve is limited to about 480 feet by intercepting trees, and as the night was rainy and very dark it is doubtful whether the drivers of the two trains could have had time to do much towards averting the collision. It is estimated that neither train could have been travelling at more than 12 miles an hour, as the 15-25 Special was descending the grade cautiously owing to a bogie wagon running hot and the No. 9 Up was on an ascending grade of $\frac{1}{70}$.

8. The force of the collision was largely increased by two engines being attached to No. 9 train, an engine being worked back light.

9. The injured railway servants and passengers were taken into Mysore by Dr. Benson, and placed in the hospital; they received every care and are doing well.

10. The Station Master at Yeliyur was Seetaramier, a relieving man, who took charge about midday on the 11th October, from Narasima Charry, the permanent incumbent, who had reported sick. There was also at the station an Assisting Signaller named B. Rama Rao.

11. The Station Master on duty at French Rocks was P. Gopalasamy Naidu and he was assisted in telegraph working by Signaller Shaikh Abdul Kadar.

12. For further information, *vide* enclosures Nos. 1 and 2 on pages 28 and 29.

EVIDENCE.

Station staff at Yeliyur.

13. *M. R. Narasima Charry* states—I am permanent Station Master of Yeliyur. On the 11th October about midday I was relieved by Seetaramier, Relieving Station Master, and I returned to my house where I lay sick. After the passing of 82 Down between 19 and 20 hours, Seetaramier came to my house and asked for a meal My wife prepared the meal and gave it to him. I never saw him afterwards. Sometime during the night a Pointsman, Sidayen Kopal Deva, came to my house and called me. I opened the door. He told me a collision had taken place. I went to the station and found Relieving Signaller Rama Rao, Lippert, Police Constable, Subbannah, and a Pointsman (I do not know which Pointsman); they told me about the collision. I made enquiry about Seetaramier. The Pointsman, J Deva, said he had seen him wandering here and there with a Hand Signal Lamp, and now he could not be found. Rama Rao was sending the telegram about the collision, but he was too sick to complete it and went outside to vomit. Then I sent the message and took charge. A train came afterwards from Mandya at 3-35. I received this train and returned it to Mandya under instructions from the Assistant Traffic Manager. The drafts shown me as having been filled up in anticipation of trains were written by Krishnama Charry. He is a relative of mine and lives at Mysore. He was at the station on the night of the collision (in my house). He is about 12 years of age. He is living at

Madder Hosa Agrarum, care of Appacharu Ranga Iyengar. I did not tell the Pointsman to remove the lamp from the South Distant Signal. I sent for the boy Krishnama Charry to stay with me during Dasara. Relieving Station Master Seetaramier appeared to be all right when I saw him in the evening. He appeared to be an intelligent man and acquainted with the work. I did not make any enquiry of French Rocks about 9 Up starting. It is not the practice at my station to give any particular form of answer when it is not intended to give Line Clear for a train for which Line Clear is asked. I ask Line Clear for my train if it has prior right to the section.

I did come to the station before Lippert arrived with the news of the collision. I was called by the Pointsman, who said Seetaramier was not to be found. I don't remember whether I worked at the Telegraph Instruments or not.

I don't remember where Rama Rao was, as I was not in proper senses, being sick. He may have been moving about. I don't remember whether I received the intimation of arrival of 7 Up from Mandya when Lippert came with the news of the accident. I examined the Train Register Book but did not look at the Train messages.

14. *B. Rama Rao* states—I am Relieving Signaller. I arrived at Yeliyur on the afternoon of the 10th of October by No. 8 Down. On the 11th of October I came on duty at Yeliyur at 6 o'clock A.M., and left at 22-30. During the time, I was occupied as follows:—From 6 o'clock to 13 o'clock I was attending to telegraph, giving and receiving Line Clear messages. The messages were signed by the permanent Station Master. I wrote the messages under his direction as he was sick and lying down in the Office. The permanent Station Master's name is Narasima Charry. His telegraphic initials were M. R. N. From 13 o'clock to 22-30 I was looking after coaching work, and during this time I did not touch the Telegraph Instruments. The Telegraph was during this time attended to by the Relieving Station Master Seetaramier, who relieved the Station Master on arrival of 77 Up at about 13 o'clock. At about 22-30, I lay down to sleep in the Telegraph Office. I don't know when I awoke, but I awoke feeling sick and had to go out to vomit. When I awoke and passed out of the Office there was no one present I met a Policeman named Subbannah outside and asked him to accompany me as it was dark. He accompanied me, and when I was returning I met the Relieving Station Master Seetaramier with a Hand Signal Lamp in his hands going in the direction of the points at the French Rocks end of the station. I asked him where he was going; he said to attend to the calls of nature, and he asked me to go with him. I said I could not, as I was too unwell. This is the last time I saw him that night or since. When I returned to the Office I lay awake talking to the Policeman for some time. While the Policeman was sitting with me I must have fallen asleep, as the next thing that I knew was that Lippert, the Under-Guard of the 15-25 Down Special, had come to say that a collision had occurred. When I awoke Lippert was in the Office. No one awoke me before this to tell me the Down Special was started without Line Clear. I was not awake when No. 7 Up and 15-25 Down Special were at the station. I did not offer to assist the Station Master to get Line Clear for either of these trains. The Relieving Station Master was wearing a red cap over his ears and a dark jacket over a white garment when he told me to go to bed at about 22-30 (when he relieved me of the Coaching work). The permanent Station Master was not at the station when I returned from attending to the calls of nature. He was I believe in his quarters.

A reference to the Diary of the Yeliyur Station of the 11th instant shows that the clock on that date was correct.

15. *Sidayan Kopal Deva* states—I am Pointsman at Yeliyur. I have been about six years Pointsman at the station. I was on duty on the night of the 11th October. I took my meals at 18 o'clock. The Station Master on duty after that time was Seetaramier. I was in charge of the North points. After I took my meals I passed two Down trains and one Up train. I remember two trains at the station at one time about midnight. One train arrived from Mysore and was received on the siding. It came in first. The other from Bangalore came in afterwards on the Platform line. The Station Master did not come to the points when the Down train was coming in. I stopped half-an-hour at the points after passing the train. It was raining. I passed the Up train over the points before going to the station. When I arrived on the platform the Police Constable Subbannah called me and told me to look for the Relieving Station Master as the Telegraph Instrument was ticking. I went to the permanent Station Master's house and awoke him and asked him where Seetaramier was. He said that he was not there but he himself came to the station. At the time I did not know of an accident, and there was no one on the platform but Police Constable Subbannah. The permanent Station Master went into the Telegraph Office. I remained outside. I did not know who else was in the Office. I did not look. The permanent Station Master was in the Office some time. I was talking to Police Constable Subbannah and after a time, about 15 minutes, I can't tell properly, I saw a light in the south distance. It was coming towards the station. It turned out to be a European Ticket Collector with news of the accident.

The European went into the Telegraph Office and was speaking to the Station Master. I am sure the Station Master was in the Office when the European arrived. He had been in the Office 15 or 30 minutes before the European arrived. I did not tell the Station Master about the collision when I called him as I did not know of it myself. The first person who told the Station Master of the collision was the European.

16. *Erally Devah*—I am Pointsman in charge of South points at Yeliyur and have been about eight years in the service.

I was on duty on the night of 11th and 12th October; Seetaramier was Station Master on duty. I took my meals after 20 o'clock. I passed the Passenger train No. 82 Down and after that there were two trains which came to the station about midnight, one from Bangalore and one from Mysore. The latter came in first. They stayed at the station some time. I remained at my points after passing the train from Mysore until the passage of the train from Bangalore to French Rocks. After the train passed, Relieving Station Master came to my points and said I should keep a Danger Signal at the points for a train that was expected from Mandya side. He went away and I saw him no more. After some

time I saw a European coming with a lamp towards the station. I followed him to the station because I concluded that something was wrong. I remained at the station till a train came from Mandya, when I went to the points, but as the train did not pass I went and removed the lamp from the Semaphore and took it to the station. This is all I know.

17. *Subbannah* states—I am Constable at Yeliyur, No. 183. I remember the night of the 11th October. I was on the station all night. I remember Seetaramier and Rama Rao going to the Station Master Narasima Charry's house at about 21 o'clock. They returned separately one after the other in about 15 or 20 minutes. Seetaramier was dressed with a white Dhotur, black waistcoat and a red cap over his ears. B. Rama Rao was dressed with a white shirt, and a white cloth was hanging over his shoulders. He was bare-headed. They went into the Telegraph Office. About 12 o'clock midnight a train arrived from French Rocks and another from Mandya. I was standing near the office, the Relieving Station Master Seetaramier was on the platform. Rama Rao was lying on the floor of the Office; Seetaramier did not go towards the north end of the platform. He stood in one place until after the arrival of the train from Mandya, when he went into the Office. He did not go into the Office after the arrival of the train from French Rocks. When he went into the Office he was followed by the Guard of the train from Mysore. I believe Rama Rao was in the Office. I did not see him then, but he did not come out of the Office after he went in after the supper. After the train started for Mysore, Rama Rao came out of the Office and vomitted; the train was then near the Distant Signal; when Rama Rao was vomitting, Seetaramier was in the Office. I saw him. I was standing a short distance from the Office. I was walking about and passed the Office and could see inside. Rama Rao asked me for water to wash his mouth, I gave it to him and he went into the Office, but he returned a short time after and vomitted again, Seetaramier was still in the Office. After Rama Rao vomitted the second time, he asked me to accompany him to the pool near the South points. I went with Rama Rao, after he washed his mouth, we both returned; and on our way we met Seetaramier somewhere between the points and the platform. He had on a Dhotur, a small dark waist-coat, and piece of white cloth over his shoulders, the same red woollen cap over his ears, and he had a Hand Signal Lamp in his hands. Rama Rao turned back and walked with him towards the points, I proceeded to the station; when we met Seetaramier, the latter called Rama Rao who turned back with him. When I turned to look after them they were walking together at a distance of about 80 yards. I heard no conversation passing between them; Rama Rao came back to the station alone a little while afterwards. I asked him why Seetaramier called him, he said to accompany him to the jungle where he was going to relieve nature, and he said he had told Seetaramier he was not well enough to walk with him. Seetaramier returned to the station but did not stop. He passed the station building on the ballast and went in the direction of the North points. I did not address Seetaramier as he was passing, nor did he address me. This was the last time I saw him. He never returned. Rama Rao was lying down on the Office floor. I went and sat down for some time, and hearing the Telegraph Instrument ticking; I called out to the Pointsman at the North points to tell the Relieving Station Master to come. I waited some time, the Relieving Station Master did not come, but the Pointsman came, I asked him where the Relieving Station Master was; he said he had not seen him. I insisted that the Relieving Station Master had gone to his points, but he again said he had not seen him. I told the Pointsman (his name was Siddayen Kopal Deva) to see if the Relieving Station Master was in the Station Master's house, and he went; at this time no one had arrived with the news of the accident. I am sure of this. Narasima Charry came and directed me and the Pointsman to go and look for Seetaramier, as he said he had perhaps fallen owing to the ground being slippery. Before we left to search for Seetaramier, I saw Narasima Charry on a chair in the Telegraph Office. At this time I also noticed Signaller Rama Rao getting up. He was wearing a white cloth over his head and body; we searched all about the station but we did not find Seetaramier. As we were returning, we noticed a light coming from the direction of French Rocks, beyond the the Distant Signal. When we arrived on the platform, Narasima Charry and Rama Rao came out and were looking in the direction of the light. We all supposed it was Seetaramier coming, but it turned out to be a European with news of the collision. After the European came, Seetaramier's box was found open; it contained cloth, I did not hear that any money had been taken from the box. It was about 1 o'clock when Narasima Charry came with Kopal Deva; a long time elapsed between the first occasion on which Rama Rao came out to vomit after the 15-25 Down Special left and the arrival of the European with the news of the accident. I did not see Rama Rao working the Instrument at any time.

Station staff at French Rocks.

18. *Gopalsawmy Naidu, Station Master, French Rocks*, states—I was the Station Master in charge of French Rocks station on the night of the 11-12th of October 1891. I received due notice of the running of the following trains :—

(1) No. 7 Up Extra Dasara train.
(2) No. 9 do. do.
(3) 15-25 Down Special Mixed, and
(4) Another Down Special Mixed which was notified to run "Under Ballast regulations."

No. 7 Up arrived at my station at 22-27. I received Line Clear for it to Yeliyur and started it at 22-30.

After 7 Up started I was asked for and gave Line Clear for No. 9 Up from Seringapatam. No. 9 Up arrived at my station at 23-47. I waited for some time and then asked Yeliyur if No. 7 Up had arrived, but called ten minutes before getting an answer. Yeliyur (Relieving Station Master) answered and said 7 Up had not arrived. About 20 minutes later, Yeliyur called French Rocks and offered a T. X. R. message: my Signaller was at the Instrument; he received the message. The message shown me as Exhibit* A is the message that was received. It was the intimation of the arrival of No. 7 Up at Yeliyur. I acknowledged the intimation and in the acknowledgment, asked for Line Clear for No. 9 Up as

* Not printed.

per Exhibit* B. I have only initialled the message. I know that I am required under the rules to sign in full. The message was sent by my Signaller Syed Abdul Kader. The answer from Yeliyur came at once and was received by my Signaller. The answer was that line was clear for No. 9 Up, see Exhibit* C. I asked Yeliyur, after I give Line Clear to Seringapatam for No. 9 Up, where the 15-25 Down Special was, and he said it was between Maddur and Mandya. I did not after this make any enquiry about the 15-25 Down Special. No. 9 Up was standing at my station about 23 minutes. The Guard of No. 9 Up on arrival asked me where the 15-25 Down Special was, and I informed him. I made no enquiries in the Guard's presence about the 15-25 Special. When I made my enquiries about the 15-25 Special, No. 9 Up was whistling for signals to come into my station. I started No. 9 Up at 0-10. The Driver of No. 9 Up was in my Office. Before Line Clear was obtained, he asked me why his train was being detained. He did not ask me as to the whereabouts of 15-25 Down Special. He asked the Guard this question. I did not communicate with Yeliyur after No. 9 Up left, nor did Yeliyur communicate with me, nor did Yeliyur call me on the Instrument. After I got the Line Clear for No. 9 Up, no communication took place between my station and Yeliyur for about 40 minutes. After this interval, Yeliyur called French Rocks. I was myself at the Instrument. I answered and asked him, "what?" He then gave his initials (M. R. N.), asked me where is No. 9 Up? "Have you started No. 9 Up?" I replied, "started already." He then told me the Relieving Station Master started the 15-25 Down Special, that the porters had come to his house to tell him. He stopped communicating with me for about 5 minutes, when he called me again and said the Relieving Station Master started the 15-25 Special, and he is not to be found at the station. I am perfectly certain; it was not an hour after No. 9 Up left that this communication took place between me and the permanent Station Master of Yeliyur (M. R. N.).

I see a message, Exhibit* D from Station Master, Yelivur, on a Down green form, intimating arrival of No. 7 Up train at Yeliyur. I acknowledge to have received the message. It is a correct copy except as to the number. The number received by me was 1 and not 17. I see the message, Exhibit* E on a Down green form, the received draft of a message purporting to be my acknowledgment of arrival of No. 7 Up at Yeliyur. This is not correct. It is worded:

"No. 17. Your No. 17. I understand No. 7 Up Dusara train has arrived."

The message I sent was as worded in Exhibit* B. I see copy of a message, Exhibit* F, on a Down green form purporting to be copy of the received draft of a message from me acknowledging the intimation of arrival of No. 7 Up and giving Line Clear for the 15-25 Down Special. This message was not sent by me.

I see the following drafts of messages on Down green forms:—

Exhibit* G.—Purporting to be an enquiry from Yeliyur for Line Clear for the 15-25 Down Special Mixed to French Rocks on 11th October.

Exhibit* H.—Purporting to be my answer to Yeliyur that "Line is clear" for the 15-25 Down Special of 11th October.

Exhibit* I.—Purporting to be my intimation of arrival of 15-25 Down Special at French Rocks, dated 11th October.

Exhibit* K.—Purporting to be Yeliyur Station Master's acknowledgment of intimation of arrival of 15-25 Down Special at my station, dated 11th October.

I did not receive messages according to Exhibits* G and K, nor did I send messages according to Exhibits* H. and I. I did not give Line Clear for the 15-25 Down Special of October 11th. I see Line Clear Ticket No. 1914, French Rocks to Yeliyur, for No. 9 Up. The signature on this ticket is mine. I produce my Diary for the 11th of October. It shews that my clock was correct on that date.

I make it a practice to inform the next station when a train has left, and I informed Yeliyur, on the night of the 11th October, when No. 9 Up left my station. Yeliyur also advised me of departure of trains on the 11th October according to practice, but no advice was received about 15-25 Down Special. I see Exhibit* C C. It is the copy of the "Line is Clear" message given by me to the Guard of 9 Up on the 11th October. I see that it does not agree with the original received draft in the following particulars:

It shews Code time 0-9 instead of 0-8.
Time received at 0-10 instead of 0-9.
Words 25 instead of 22.
Date 11-10-91 instead of 12-10-91.
Signaller M. R. N. instead of S. R.

I did not notice the differences owing to pressure of work. I was closing my cash to send it in by the morning's Mixed train and was making out my Weekly Returns as well. The signature at the foot of the message is mine.

19. *Syed Abdul Kadar* states—I am a Signaller at French Rocks. I was on duty on the night of the 11-12th October. I remember No. 9 Up arriving at French Rocks. The Chief Guard Chinniah and Under-Guard Narayen Rao came to the Telegraph Office and asked for Line Clear for their train to Yeliyur. The Station Master was also there. The Station Master said that he had just asked Yeliyur, before arrival of No. 9 Up, if No. 7 Up had arrived, and was told not yet.

It was I who asked Yeliyur about 7 Up. The initials of the Signaller given me from Yeliyur were S. R. or B. R. I don't remember which. The Signaller gave me his full name afterwards as Seetaramier. The Chief and Under-Guard of 9 Up and the Station Master Gopalsawmy Naidu and myself talked together for some time. Presently Yeliyur called and gave me a message. Exhibit* A is the message. It is marked as containing 17 words but only contains 16. I did not detect the difference at the time. I gave the message, Exhibit* A, to the Station Master, and he ordered me to write out a message.

I see Exhibit* B. This is the message I wrote out. The Station Master signed it at once, and I called Yeliyur and got him at once. He gave his initials S. R., but I asked him for his name, and he then gave "Station Master". I thereupon signalled the message and the reply came at once according to Exhibit* C. This message is marked as containing 22 words, it actually contains 23.

* Not printed.

I did not check the number of words. I shewed Exhibit* C to the Station Master. He ordered me to write out a Line Clear Ticket, and I did so. I see Exhibit* M. This is the ticket I made out. After 9 Up left, I left the Office and did not return again until after 5 in the morning. I had no communication with Yeliyur after I received Exhibit* C. I was relieved by the Station Master in charge of the Instrument.

I see Exhibit* C C. It is in my handwriting, and is the copy of the Line Clear message made out for the Guard.

I now notice the following differences between it and the original draft:

It is coded 0-9 instead of 0-8.
Dated 11-10-91 instead 12-10-91.
Shews 25 words instead of 22.
Received time 0-10 instead of 0-9.
Signaller M. R. N. of Yeliyur instead of S. R. of Yeliyur.

The original message was received by me, Exhibit* marked C is the one. It is correct. Exhibit* marked C C. is wrong. I copied the body of Exhibit* C C. from the original Exhibit* C, but the preamble I wrote from memory and must in that way have made the mistakes pointed out. I cannot account for the discrepancies in any other way.

20. *Pointsman Ramalawmy* states—I came back to the station from the Seringapatam side points after receiving the No. 9 Up train and went to sleep in front of the Telegraph Office on the platform. The Guard and Driver of the train and the Station Master were all in the Telegraph Office. I know nothing more of what took place in the Telegraph Office.

21. *Pointsman Kariya* states—I am in charge of the North Points, French Rocks. I went to the points as soon as the No. 9 Up train left Seringapatam and returned to the station after passing the train over the points. I do not know what took place in the Telegraph Office.

22. *Porter M. Krishna Rao* states—No. 9 Up came and stopped here about 30 minutes. The Guard and Driver of the above train and the Station Master were talking together. We were all asleep on the platform during the time the train was standing on the platform and know nothing more of what happened in the Telegraph Office.

23. *Porter Hutcha of French Rocks* states—I was at the station on the night of the 11th of October. I do not know that anything unusual happened in the Telegraph Office on the occasion of 9 Up being at the station. I saw the Driver and the Guard and Station Master talking together in the Telegraph Office.

[*Porter Rungan of French Rocks gives similar evidence.*]

Train staff of No. 15-25 Special.

24. *Driver Fox* states—I was Driver of the 15-25 Down Special from Bangalore to Mysore on the 11th of October. The train was running late. I stopped at Mandya about 37 minutes. I asked the reason of the detention and was informed by the Station Master, Mandya, that the Yeliyur Station Master was telling him that 7 Up was on the line between Yeliyur and Mandya. The Station Master, Mandya, could not understand this and asked Yeliyur where 7 Up was. Yeliyur Station Master then told him that the train had not yet arrived at Yeliyur. The Station Master, Mandya, found fault with him for saying such things and asked for Line Clear for my train. Line Clear was given, and I started from Mandya. I do not remember when I arrived at Yeliyur, but when I sighted the Distant Signal it was at danger, and I slowed down. 7 Up was coming in; the signal was lowered for me, and I came in on the platform on the Main line. 7 Up was then standing on the siding. I saw the Relieving Station Master at the outer facing points as my engine was passing; he held up a lamp, and I recognized him by the light. I told the Fireman to fire up and that I would go and enquire where 9 Up was. The Station Master and the Guard of my train came to the Telegraph Office together.

The Station Master had a red woollen nightcap on, pulled over his forehead and ears and something round his neck. Besides myself, the Station Master and the Guard of my train, there were in the Office the two Guards of No. 7 Up and the Under-Guard of my train and a Brahmin, whom I took for the Assistant Station Master. The Station Master was making out the Line Clear documents for No. 7 Up. He was about to give the Guard of 7 Up a Line Clear Ticket on a green form when his attention was called to the mistake. He appeared to get confused when the other Brahmin intervened and said he would block the Line. I do not know which section he wanted to block, but he advised the Station Master not to get excited. The Station Master would not let him block the line. When I first went into the Office I asked the Station Master where I was to cross 9 Up. He enquired why I wanted to ask the question as the train was standing at his station. I corrected him, and pointed out that the train standing at his station was No. 7 Up. He then said I would cross No. 9 Up at French Rocks. I left the Office about the time that the Station Master and the Assistant Station Master were talking about blocking the line as I saw there was confusion and thought it better to go away. I told the Guard of my train to bring me the Line Clear Ticket. I did not see the Station Master again. He appeared to be sober when I saw him. The Line Clear Ticket was brought to me by the Chief Guard. I was on the engine at the time. The Ticket, Exhibit* L, is the ticket that was handed to me by the Guard. The train was standing at Yeliyur about 25 minutes. I saw a Pointsman at the Facing points coming in and another at Trailing points going out and two Porters who came to ask me where the Circus Lions were. The signals were all lighted. No shunting was done by either my train or 7 Up. It was raining when I left Yeliyur, and the night was very dark. Nothing unusual happened until I got over the bank about 4 miles from Yeliyur. Then I saw lights (red, green and white); I whistled for Brakes, put on my steam and hand-brakes and reversed the lever. Steam was already shut off (on topping the bank). I ran about 100 yards after putting on the brakes before the collision occurred. The speed of my train was about 10 miles an hour when I first sighted the other train. The speed could not have been higher because I was obliged to run steadily down banks owing to the bogie giving trouble. It was running hot. I did not hear the engines of the other train whistling. I know nothing more of the circumstances of the collision as I was thrown off my engine. When I first saw the light I thought for

* Not printed.

a moment it was a Gangman's light as it was white, but seeing sparks I knew it was an engine and took the action previously stated.

Examined again.—I cannot recognize the man I said in my former statement I thought was the Assistant Station Master. I see the person now before me [Rama Rao]. I cannot recognize who he is and don't know whether he was in the Office or not. Thangavaloo was in the Office at the same time that the Driver and Guard of 7 Up were there. The person who offered to assist the Station Master with the Line Clear work got up from the floor and stood behind the Station Master. He was wearing a white cloth around his head and was enveloped in a sheet although I cannot now identify the man. I am positive, he was not the permanent Station Master, nor was he the Guard of 7 Up, Venkoba Rao, nor yet Thangavaloo, the Brakesman of 15-25 Down Special. I came to the Telegraph Office shortly after my train arrived. I remained there inside the Office until the Line Clear Ticket was made out for my train. The man I have described was standing up in the Office all the time. This was about 15 minutes. He did not go out during the interval. There was a bed in a corner on the floor. It was not occupied. Guard Babaloomiah was sitting on the arm of a chair with his face towards the door at about a yard from the door. I am positive Thangavaloo was in the Office all the time that I was there. Guard Babaloomiah asked Thangavaloo in my hearing in the Yeliyur Office to write his name for his (Babaloomiah's) Journal, as he was a new man and he (Babaloomiah) could not spell it and that he might not find him in the morning. I am certain of this. Thangavaloo got up and wrote his name and remained standing. I have no reason to think that the offer to assist the Station Master on the part of the person enveloped in a sheet, was not heard by every other person in the room. We were all standing close to each other near the table. The person referred to spoke in Canarese. I understand a little Canarese, and I understood he wanted to help the Station Master in the Line Clear work, because he stretched out his hand and touched the Instrument but was pushed away by the Relieving Station Master with some sort of a grunt of disapproval. I was standing leaning against the table with my back to the door and between Babaloomiah and the door. I was quite close to the Instruments (overlooking them). It is utterly impossible for me to have made any mistake as to any person I saw touching the Instrument.

The man in the white sheet was standing up in the Office when Venkoba Rao, the Chief Guard of 7 Up was in the Office. Venkoba Rao was standing facing the man in the white sheet and must have seen him. I am perfectly certain that the remark to the Station Master not to be excited or words to this effect was made by the man in the white sheet and not by Venkoba Rao. I cannot describe the man in the white sheet as the sheet was close up around his head. I saw only his nose and eyes and a small part of his face. I have seen the permanent Station Master Narasima Charry. I know him well; he is a young fair Brahmin.

Re-examined.—I did not notice the time the collision took place as I was injured. My watch I believe was given to Turner Royle. I did not notice particularly what the Station Master, Yeliyur, did with the Telegraph Instruments after 7 Up left, but I am sure he did not work it continuously, he did not tap more than once or twice, he was writing out a Line Clear message, but no instrument was ticking at the time. I believe that Venkoba Rao is giving an incorrect statement as to the person in the white sheet standing up in the Office; as to the best of my judgment it was impossible for him not to have noticed the man standing just behind the Station Master in the middle of the room with his arms folded.* Thangavaloo may not have noticed him if he went out.

* Note by Investigating Officers.

This is an attitude frequently assumed by Rama Rao, who was never before seen by Driver Fox and may be considered a conclusive mark of identification.

25. *G. Rodrigues* (*1st Fireman*) states—I remember my train stopping at Mandya. It stopped there about 30 minutes. On approaching Yeliyur my Driver whistled for the signal. He slowed into the station. I did not notice if there was anybody at the points as I was attending to the injector, which was giving trouble. We came to a stand on the Platform line. I saw a train in the siding shortly after we arrived, but I did not notice whether it was standing there when we arrived or whether it came in after we arrived. The Driver told me to fire up and he would go and see about Line Clear. He came back after a time and asked me to hurry up. A few minutes later the Line Clear Ticket was brought. I did not see the person who brought the ticket. Nothing unusual happened until we topped the bank approaching the site of the accident. The Driver whistled for brakes to control the train going down the bank and immediately afterwards whistled again and shouted out that there was a train in sight; I looked up and saw the lights ahead and the collision happened at once. I did not hear any whistling from the engine of 9 Up.

26. *Shumsoodeen* states—I was 2nd Fireman of 15-25 Down Special, Bangalore to Mysore, on the night of the 11th of October. We were detained some time at Mandya. I don't know how long. When approaching Yeliyur I heard my Driver whistling for signals. We did not stop, we ran slowly into the station over the Main or Platform Line. I saw a man I thought was the Station Master standing about the middle of the platform. He was wearing a black coat and a white puggree. He was standing with a Hand Signal Lamp in his hand. He called out to my Driver and said "why are you late." I am not sure that he was Station Master. When we came to a stand I was told to look round the engine, and I did so. The night was dark and it was raining after leaving Yeliyur. I noticed nothing until we were some miles out of Yeliyur; suddenly the Driver called out "gharry, gharry," gave three whistles, and put on the steam brake. I was putting on the hand brake and then the collision took place. I first saw the light of the Up train about half the distance between 2 telegraph posts. I was thrown against the firebox door.

I saw a Pointsman at the North points at Yeliyur as we passed. I saw no one else between that spot and the platform when I saw the man already described.

27. *Guard Babaloomiah* states—I was Chief Guard in charge of the Down Special booked to leave Bangalore City at 15-25 for Mysore on the 11th of October. We left Bangalore City at 17-25 and arrived at Mandya at 22-43 (having started

late and lost time on the road). We stopped altogether 53 minutes at Mandya. The detention was for Line Clear. I was in the Telegraph Office waiting for Line Clear. The Station Master was calling Yeliyur at intervals and at last got an answer. I do not know what passed on the Instrument between Yeliyur and Mandya. Driver Fox of my train was also present in the Telegraph Office. Nobody else was there. After the detention stated above the Line Clear Message and Ticket was made out and given me. I gave the Ticket to the Driver, and we walked up together towards the engine, and the train started. On nearing Yeliyur the Driver whistled for the signals. It was not given at once, and the Driver slowed down and gradually drew into the station on the platform line after the signal was given. We arrived at Yeliyur at 23-58. 7 Up was standing on the siding cap; when I came out of my brake-van, I saw the Station Master at the Mandya end of the platform, and we both walked together towards the Telegraph Office. He was dressed in a long black coat and he had a black woollen cap pulled over his ears and over the head exposing only his face, and over this was a white puggree. No conversation took place between us on the platform. When we entered the Telegraph Office we found the Driver and Chief Guard of 7 Up there. I am certain that the Driver of 7 Up was in the Telegraph Office when I entered it. Driver Fox of my train came afterwards. He and the Driver of 7 Up remained in the Office together. I did not see the Yeliyur Signaller Rama Rao, nor did I see any one lying on the floor asleep. Immediately on reaching the Telegraph Office I asked the Station Master why he detained my train at Mandya. He said I did not detain your train at Mandya and he denied having been called by Mandya. He went to the Telegraph Instrument on the right hand side facing the table and commenced to work. He wrote out a Line Clear Ticket on red paper and Line Clear message on green paper. He handed both to the Guard of 7 Up. The Guard immediately pointed out that the Line Clear message was written on a wrong form. The Station Master took back the message and rewrote it on a red form. The Guard of 7 Up asked him why he gave him a wrong form. He did not answer at first but eventually said it was a mistake. When I spoke to him about detaining my train at Mandya he appeared to be "gabra."

I did not see any person offering to assist the Relieving Station Master to get Line Clear. I am sure I did not see any person at this juncture other than those already named. The Driver and Guard of 7 Up left the Office, and the Station Master ordered a porter to give the starting bell for 7 Up, and the train started. I remained in the Telegraph Office with the Driver of my train. The Station Master went to the same Instrument (the right hand Instrument). I am sure of this. He tapped for some time and after the tapping was over he wrote on a green message form. He wrote the whole message out at once. He did not write at the same time the Instrument was clicking. After writing the message he made an entry in the Train Register Book. He wrote only one message, and this he gave me. I recognize Exhibit* F as the message in question. No other message was written [*corrects himself*], I cannot say whether the Station Master wrote one or two messages. He wrote the Line Clear Ticket after the message. I say this although I see the time on the Line Clear Ticket is 0-7, and the time on the Line Clear message given me is 0-8. I asked the Station Master where No. 9 Up was. He said it was at French Rocks. I asked the question when I had got the Line Clear Ticket in my hand. I did not compare the Line Clear Ticket with the Line Clear message. I gave the ticket to the Driver. The Driver and I walked together to the engine. I gave the ticket to the Driver at the engine. The Station Master gave the order for the starting bell as I was returning towards my brake-van. He was outside on the platform at the time. I do not remember the exact place where he was standing. The train started at 0-9. It was raining when we left Yeliyur, and the night was dark. Nothing happened until we got to the incline approaching the site of accident. The Driver then whistled for brakes. I applied my brake, and the train ran on for about half a mile, then the Driver again whistled for brakes. I screwed my brake on harder and immediately I felt a shock from the collision. I saw no lights.

28. *Under-Guard H. Lippert* states—I was Under-Guard of 15-25 Down Special. I remember the train stopping at Mandya. I did not go into the Telegraph Office. I don't know how long it stopped. On approaching Yeliyur the Driver whistled for signals. The train slowed down and gradually drew into the station on the platform line. I saw a man standing on the platform, but I did not recognize him. He was wearing a white cloth and a small red cap; I can't describe it. No. 7 Up was standing on the siding. I did not get out of my van. 7 Up left first. Our train stopped at Yeliyur about 15 minutes. I saw Driver Fox of our train returning to his engine. I also saw the Chief Guard of my train coming from the engine with a paper in his hand. The night was dark and it was raining. I noticed nothing on the way until we had got some miles out of Yeliyur, when I heard one whistle, about ten minutes afterwards I heard three whistles. I put on my brake and looked out and seeing a red light approaching, I opened the door and jumped out. The collision then happened. I was sent with a message of advice about the accident to Yeliyur about half an hour after the collision. I ran and walked all the way. I met no one but gangmen until I arrived at the outermost points; here a Pointsman was standing seeing me running with the gangman who had accompanied me, he followed us to the station. I saw or met no one else until I came to the platform when I found a policeman standing not far from the Station Office. I enquired after the Station Master. He said the Station Master was not there and referred me to the Signaller, whom I found asleep on the floor. I awoke him and asked him to send the message. He got up and sent about half of it when he became sick and went out to vomit. Meanwhile the permanent Station Master came, and I asked him to send the message. He told me that the Relieving Station Master had run away with the Hand Signal Lamp and some money from his own box. He did not say who had told him. He told me that the 15-25 Down Special had been started by the Relieving station Master. I got signature for the message and returned to the scene of collision. I heard the Signaller vomitting outside. He came back to the Office while I was there and while the permanent Station Master was there. I cannot recognize either the Pointsman or the policeman I saw, as it was dark.

* Not printed.

29. *Brakesman Thuggaraloo* states—I was Brakesman of the 15-25 Special from Bangalore to Mysore on the night of the 11th October. We were detained some time at Mandya. I don't know why. We approached Yeliyur cautiously. 7 Up was standing on the siding when we arrived. I left my van at Yeliyur and went to see Circus people. I did not go to the Telegraph Office and know nothing of what happened at Yeliyur, except that we stayed some time there about 5 or 10 minutes. Some miles out of Yeliyur there was a collision. The night was dark, and it was drizzling. I heard three whistles for brakes. I put on my brake and train ran for a minute or two, then there was more whistling and I felt a shock and the train stopped. I looked at my watch, which was keeping good time and it was 1-25. I looked at my watch about 15 minutes after the collision took place. I have heard what Driver Fox has said about my being present in the Yeliyur Telegraph Office all the time. This is incorrect. I was never in the Telegraph Office at any time. I was attending to the Circus people giving them drinking water. I went to close the carriage doors that were open. I went to the filter stand near the Telegraph Office to deposit the tin pot and was standing for a few minutes close to the door of the Telegraph Office. I also saw the Relieving Station Master. I did not see any one else nor did I hear anything. My Guard did not ask me to write my name at Yeliyur. He asked me for my name at Bangalore as he was a new man this side. I could not say if there were any others in the Telegraph Office besides those named as they were all crowded together around the Telegraph Instrument.

Re-examined.—I have since seen Driver Fox and he has re-called to my mind that I was asked by the Chief Guard Babaloomiah to write my name at Yeliyur. I saw some one lying on a bed in the Telegraph Office, but I took no notice of him. I saw Guard Babaloomiah hand the Line Clear Ticket to Driver Fox.

When the train was leaving Yeliyur, I saw the Relieving Station Master. He was dressed in a dark Railway uniform coat and red nightcap.

I looked about for about ten minutes and took some roof lamps for the carriages to see the wounded, and after that I started for Yeliyur. I followed Lippert. He was about a mile ahead of me. I went under orders of my Chief Guard, who had not given correct information to Lippert, and he sent me with further revised information. I met on my way two gang coolies and a maistry and between the South points and the crossing a Policeman. I did not speak to the Policeman I went on and saw permanent Station Master Narasima Charry on the platform. I saw Lippert also on the platform. I saw nobody else. Narasima Charry told me that he was sick, that he had been relieved by Seetaramier that day and that Seetaramier had "bolted." He said Seetaramier must have thought 7 Up was 9 Up and through this misunderstanding had started 15-25 Down Special. He took me into the Office and showed me Seetaramier's box from which he said Seetaramier had taken some money before he had absconded.

Train staff of No. 9 Up.

30. *Driver T. Boye* states—I was Driver of No. 9 Up Extra (Train Engine), which left Mysore on the night of the 11th October. I arrived at French Rocks about 0-5. I went to the stations to enquire about Line Clear and was told by the Guard that No. 7 Up had not arrived at Yeliyur. I was not in the Office when the Line Clear messages for my train were written, nor when the Line Clear Ticket was written. I was outside, and the Line Clear Ticket was given me by the Guard outside. I left French Rocks at 0-15. It was raining, and the night was dark; nothing unusual happened until we were about seven miles out of French Rocks. There were a curve and a bank about here. I told the Fireman to fire up, so that we could get over the bank, and as it was down hill afterwards we would roll down to Yeliyur. Saying this I turned round and saw the head lights of an engine. I whistled for brakes and shut off steam and was about to reverse the lever when the collision occurred. I did not hear the engine of the other train whistling. I saw the Station Master, French Rocks, when I went to the Telegraph Office; he was all right. I believe the speed of my train was 12 miles an hour immediately before the collision. One of my Firemen was killed and the other died a few hours afterwards. I was thrown off the engine. I do not know at what time the accident occurred.

31. *Driver Royle* states—I was Driver of the second Engine on No. 9 Up Extra train that left Mysore on the night of the 11th October; my Firemen were Rungasawmy and Darmalingum. I do not remember at what time the train arrived at French Rocks. I did not leave my engine at the station. We stopped at French Rocks about 25 minutes. The Guard said we were waiting for Line Clear. After we left French Rocks nothing unusual happened until we were about 6 miles out of French Rocks. At this place I heard a whistle for brakes from the engine in front, three sharp whistles. One of my Firemen was firing and the other was handing him the wood. I shut off steam and looked out. I did not put on my brakes. The collision took place at once. It was raining when we left French Rocks and continued raining up to the site of the collision. The night was dark and I saw nothing before the collision took place. I only heard the first engine of my train whistle. The speed of the train before the collision was from 11 to 12 mlies an hour. I do not know the time the collision took place.

32. *Fireman Rangasawmy* states—I was the first Fireman of the extra engine attached to No. 9 Up Extra train that left Mysore on the night of the 11th October. We stopped at French Rocks about 15 minutes; nothing unusual happened till we arrived at the site of the collision. Before the collision I heard three whistles from the first or Train Engine. I was firing at the time. I shut the firebox door and looked out, I then received a shock, my Driver was thrown out, my second Fireman attempted to put on the hand brakes but was thrown down, I frequently looked out after firing between French Rocks and the site of collision, but saw nothing. The night was dark, and it was raining.

33. *Darmalingam, 2nd Fireman,* corroborates Rungasawmy.

34. *Guard B. Chinniah* states—I was Chief Guard of No. 9 Up Extra train Dasara, Time Table, dated September 1891, and left Mysore 22-25, the train being booked to leave at 22 o'clock of 11th October. The train arrived at French Rocks at 23-46. It was booked to arrive at 23-21. It was

detained at French Rocks altogether 29 minutes waiting for Line Clear. 7 Up was said to be on the section in advance. I had a copy of the notice for the 15-25 Down Special Mixed train. According to the notice I was booked to cross 15-25 Down Special at Paschamvahini.

I thought there were no trains to cross at French Rocks, but I enquired of the Station Master where the 15-25 Special was, and he replied that Yeliyur Station Master had informed him that she was between Maddur and Mandya. The Station Master gave me the Line Clear Ticket and copy of the Line Clear message. I signed the Train Register Book and handed the Line Clear ticket to the Driver. The Driver was waiting with me in the Telegraph Office. Besides the Station Master, myself, and the Driver, there was my Under-guard and the Signaller in the Office. The Driver made no enquiries of the Station Master. We left French Rocks at 0-15. When we left French Rocks it was raining and the night was dark. The Driver and myself and Under-guard exchanged signals at the outermost points and about 6¼ miles out of French Rocks, I heard the engine whistling for brakes.

I applied my brakes and soon after (about two minutes) I felt a severe shock and was thrown forward in my brake-van and the train stopped. I think the train was running at 11 miles an hour when I heard the engine whistling for brakes. I realised no diminution of speed after the engine whistled. I looked out on the right hand side when the engine whistled and I put on the brake, but saw nothing. I felt the first shock as I was looking out and felt another as I was drawing my head in again.

The Station Master and the Signaller at French Rocks were wide awake and apparently sober when we left French Rocks. My train consisted of 27 vehicles including 1 3rd Class Brake Carriage, 2 Brake-vans, 15 Empty Covered Goods, 6 Low-sided Empties, 2 High-sided Empties, and 1 High-sided Bogie.

There were, as far as I can remember, 8 3rd Class passengers in the Brake Carriage besides my Under-guard, Narayen Rao, and a Brakesman who was returning to the Head-quarters as passenger. The 3rd Class Brake Carriage was next the engine. No passengers in this carriage were killed or injured. Under-guard Narayen Rao was slightly hurt. The Driver of the first or Train Engine was Boye, and his Firemen were Madura and Abdulla. The Driver and Fireman of the Second Engine were respectively Royle, Rangasawmy and Dharmalingam. The staff of both engines appeared sober at French Rocks.

I see Exhibit* C C. It is the copy of the "Line is Clear" message given me by the Station Master of French Rocks for my train No. 9 Up on the morning of the 12th October. I observe that it is wrongly dated and that the time does not agree with that entered on the Line Clear Ticket, 0-10 being the time shown on the message as its received time against 0-9 entered on the Line Clear Ticket. I did not compare the copy with the original as laid down in the rule.

35. *Narayen Rao, Under-Guard of 9 Up of 11th October*, states—Our train arrived at French Rocks at 23-46 and left at 0-13. While the train was at French Rocks, I went into the Telegraph Office and enquired why we were being detained. The Station Master said "No. 7 Up has not yet arrived at Yeliyur." Besides the Station Master and myself, there were also in the Office, Signaller Syed Abdul Kadar and Guard Chinniah. After a time I heard the Telegraph Instrument clicking. Signaller Abdul Kadar took a message form on red paper and was writing while the Instrument was clicking. The message was a short one two or three lines (Exhibit* C is very likely the one). I did not see any message sent by French Rocks. I was not paying close attention to the messages sent and received. I heard my Guard ask the Station Master where the 15-25 Down Special was, and I heard the Station Master say that Yeliyur Station Master had stated that it was between Maddur and Mandya. Nothing happened after we left French Rocks until I heard three whistles for brakes some miles from French Rocks. I got up and screwed on my brake one or two turns when I received a shock and was thrown on the floor. I am sure that between the whistling and the shock only a second elapsed. My brake carriage was next to the second engine. There were about 7 passengers in the carriage in which I was travelling. None of them got injured except a few scratches.

36. *J. Kelly* states—I was spare Guard returning as passenger in No. 9 Up. I was asleep. I know nothing of the circumstances in connection with the collision except that I was thrown down from the seat on which I was lying, when the collision occurred.

Train staff of No. 7 Up.

37. *Driver E. Boye* states—I was Driver of No. 7 Up Extra train that left Mysore for Bangalore on the night of the 11th October. I arrived at Yeliyur about 1 o'clock. When I was coming into Yeliyur the 15-25 Down Special was in sight and soon after my train came to a stand. The 15-25 Down Special came in on the platform line. My train was kept waiting about 30 minutes after the Down Special arrived. I went to the Telegraph Office to enquire what was the matter. The Station Master, the Chief Guard of 15-25 Special, and the Guard of my train were in the Office, nobody else was there. I did not see Driver Fox of the Down Special nor the Brahmin Signaller when I was in the Office. I asked the Guard what the matter was and he told me the Station Master was busy with the Line Clear. Nothing more happened, and I left the Telegraph Office. I did not see anything wrong about the Relieving Station Master. I know him well. He was working at Seringapatam before he went to Yeliyur. He was wearing a white cloth around his head when I saw him in the Telegraph Office. I did not speak to him. Shortly after the Line Clear Ticket was brought to me, I started the train. I know nothing more of what happened at Yeliyur on the night in question. My Fireman did not leave the engine.

38. *J. Nelson, 1st Fireman*,—Corroborates Driver E. Boye as to the 15-25 Down Special being in sight when his train arrived. Did not leave the engine and knows nothing of what occurred in the Telegraph Office.

39. *R. Hessing, 2nd Fireman, corroborates 1st Fireman as to position of 15-25 Down Special and* states:—I saw the Relieving Station Master on the platform as the engine was passing. He had a black coat on and a white head dress; it looked like cloth, I know him. He was standing opposite the Station Master's Office and the light was

* Not printed.

shining on him. I saw some one going towards the points but did not recognize the person. Our train stopped a good while at the station. My Driver went to the plalform after the 15-25 Down Special arrived and came back in a few minutes. The Line Clear Ticket was brought by the Guard of our train. The signals were all lighted. I know nothing more of what happened at Yeliyur on the night in question.

40. *L. Venkoba Rao* states—I was Chief Guard of No. 7 Up and arrived at Yeliyur at 23-39. When I arrived I did not see the 15-25 Down Special. She came in about 15 minutes after my arrival. I am sure of this. The Down Special was not in sight when my train arrived. The Station Master spoke to me about my train being late for about three minutes and then he went in the direction of the North points. He was dressed in a uniform coat and a red woollen night-cap (monkey cap). He was sober and on the alert, he was an intelligent man. I have known him for four years. After the arrival of the 15-25 Special I was in the Telegraph Office. My Driver Boye came and also the Driver and Guard of the Down Special. The Station Master and Guard of the Down Special came into the Office together. The Guard of the Down Special was telling him that he was detained at Mandya for 30 minutes and he would book time against him. The Relieving Station Master did not say much; he merely said all Guards were booking time against him. He commenced to work on the Instrument and then he made out Line Clear message for my train. He wrote the Line Clear message on a green form instead of a red one, and I refused to take it. He took it back and wrote it out on a proper form. He told me to start the train. The bell was not rung as it was a goods train. My train left at midnight exactly according to my watch. I compared my watch with the message and noticed that the message was timed 6 minutes ahead of my time. I omitted to call the Station Master's attention to the discrepancy.

Rama Rao was sleeping in a corner on the floor on a tarpaulin. The time when I saw the Relieving Station Master making a mistake about the form, I told him to be careful and write patiently. He was in a great hurry having run some distance along the platform before coming in. He wrote the messages as he was working the Instrument. No mention was made in my hearing as to the whereabouts of 9 Up. I did not see any boy at the station. I only saw the persons already named.

Re-examined.—I have heard what Fox has said about a man in a white sheet. I did not see such a man nor did I hear any one offering to signal trains. The Signaller Rama Rao and I knew each other when we were boys. I met him again at Gadag several times. We have always been on friendly terms.

41. *Under-Guard Mahomed Surver* states—I was Under-Guard of the 7 Up E. Train from Mysore to Bangalore City on night of the 11th October. I do not remember at what time our train arrived nor when it left Yeliyur. 15-25 Down Special was not at the station when we arrived. It came about 15 minutes afterwards. I went to the station platform a few minutes before it arrived. I saw the Station Master on duty. He was dressed in a black coat and red woollen cap. He was talking with the Guard of my train. I saw the Driver of my train, the Driver and the Guard of the 15-25 Down Special (after it arrived) on the platform. I do not know what took place in the Telegraph Office or what else occurred at Yeliyur on the night in question.

42. *Krishnamah Charry* states—I am the brother-in-law of the Station Master, Yeliyur, Narasima Charry. I am 12 years of age. I was staying with my brother-in-law at Yeliyur for a few days. I was with him on the night of the 11th October. He was ill and lying down in the house. At about 8 o'clock Station Master, Seetaramier, and Rama Rao came and had meals with my sister and brother-in-law and after that they left. I did not see Seetaramier after that. I went to sleep at about 7-30 P.M. I was awakened some time in the night by a person calling for my brother-in-law, I think it was Constable Subbanah. I did not see him. I heard his voice. My brother-in-law got up and went to the station. I don't know of anything else that happened that night. I heard of the collision in the morning about 4 o'clock when I awoke. I copied some Line Clear messages for my brother-in-law in the Telegraph Office before he went sick on the 10th. I do not know Morse telegraphy. Seetaramier and Rama Rao were sober. I did not see them drinking anything intoxicating at supper. I know nothing more.

Conclusion.

43. The accident appears to have been caused by Seetaramier, the Relieving Station Master of Yeliyur, having given Line Clear to French Rocks for No. 9 Up Dasara train, and having started the 15-25 Special from Yeliyur without Line Clear. This conclusion is further supported by the disappearance of Seetaramier before news of the collision had reached Yeliyur. The Guard of the 15-25 Special was also to blame in failing to compare his copy of the Line Clear message, with the original received draft which should have been in the possession of Station Master, and B. Chinniah the Chief Guard of No. 9 Up is in fault for not detecting the discrepancies between his copy and the original of the Line Clear message.

44. The facts in support of No. 9 Up Dasara train having been started from French Rocks on the authority of a duly received Line Clear message from Yeliyur are—

(a) The French Rocks Line Clear messages are practically in order.

(b) No. 9 Up Dasara train was detained about 25 minutes waiting for Line Clear for Yeliyur. Had it been intended to despatch the train without Line Clear, there was no reason for the delay.

(c) The despatch of No. 9 Up was known at Yeliyur before intelligence of the disaster could have reached.

45. That the 15-25 Special left Yeliyur without Line Clear is probable for the following reasons:—

(a) The train had been detained at Mandya about 53 minutes owing to Seetaramier's inattention to the Telegraph Instrument and the Guard had threatened to book time. It was

therefore an object to hasten the despatch of the train, which could be done by not waiting for Line Clear and regularizing afterwards

(b) No records of the Line Clear messages can be found either at French Rocks, or at Yeliyur. Had these messages passed, the Yeliyur draft would have been forthcoming valuable exculpating evidence.

46. There is no evidence to show that B. Rama Rao, Signaller at Yeliyur, was in any way responsible for the disaster, though there is grave reason to doubt whether he was so utterly ignorant of everything that occurred in the Booking Office after 10-30 P. M. as he endeavoured to prove.

47. The enquiry brought to light certain irregularities which appear to be frequently committed by the employés, *viz.*:

(a) Failure on the part of a Guard to compare his copy of the "line is clear" message with the Station Master's original draft.

(b) Failure on the part of all concerned to check the number of words in a message with the signalled number.

(c) The practice of writing out Line Clear messages in advance.

48. On a line the Block signalling of which is worked on some portions with Morse and on others with Block Instruments, and on which Guards are liable to be transferred from a Block Instrument section to a Morse-worked length, the omission to compare the copy with the original of the "line is clear" draft, is from force of habit a not unnatural error. The object in supplying the Guard with a copy of the Line Clear draft, and in making him compare the copy with the original, appears to be useful only in the detection of obvious errors, and as a check against after-alteration on the part of the Station Master. No guarantee is given to the Guard that the message purporting to have been received, has ever really passed. The procedure in question is I believe not universally followed, on other lines, but if the Southern Maharatta Railway authorities desire to ensure the Guards reading the "line is clear" messages, the duty of making the copy should fall on the Guard and not on the Station Master, and the drafts should be interchanged.

49. The failure to ascertain whether the number of words in a message agrees with the signalled number removes a most important check on the accuracy of the message. The omission of one word might reverse the meaning of the communication.

50. The practice of preparing Line Clear messages in advance might be checked by issuing the form consecutively numbered and bound up in a book. This is compulsory in "line clear and caution message working," and the procedure should I consider be extended to the "Absolute Block" system. The introduction of this practice would to a great extent prevent the waste of message forms, which, judging from the number of destroyed forms found in the booking office, and cinerator at Yeliyur, would be a desirable economy.

51. The question of the low pay of the Station Master at Yeliyur has been referred to in many of the public prints. Yeliyur is a third class station at which the mail trains are not timed to stop, and the salary of the Station Master when compared with the wages of men holding similar charges on other lines does not appear small. Of necessity in a country like India, where fares are low, the wages of the railway staff must be small, and natives are the only persons who can afford to accept the inferior and low-paid posts; such men cannot be expected to have the same intelligence, reliability, and readiness of resource as the more highly-paid European, and consequently an Indian railway cannot be worked with the same immunity from accident as a line on which a higher class of Station Master is to be found. The principal means of guarding against accidents which must be relied on in this country are careful supervision and inspection on the part of the controlling staff, and the introduction of the best type of Intruments requiring the joint action and concurrence of two persons, and further safeguarded as far as possible by automatic check. On the Mysore State Railway where Block-working is carried on by means of Morse Telegraph Instruments, the control imposed on the action of Station Masters is not so rigid as it might be. The system if properly worked is an absolute protection against collisions between stations, but owing to the absence of visual check shewing the state of the section with respect to trains, faulty action on the part of a Station Master, either in misreading a message, or in sending a wrong one is not brought to notice. I strongly recommend that the employment of Block Instrument of the type used on other portions of the Southern Mahratta Railway system be extended to the Mysore State Railway. It is very desirable that one standard manner of Block-working be in force over the whole of Southern Mahratta Railway system, and that the checks furnished by the Block Instrument be availed of. Cost has hitherto prevented the introduction of the Block Instrument, but it has proved ill-advised economy, as in the case of the present collision the damage to rolling-stock alone is estimated at R40,000, to say nothing of the amount of compensation that may be exacted from the Company. Out of the 1,883½ miles comprising the Southern Mahratta Railway system, 762 miles appear to be worked with Block Instruments, and 57 ½ miles with Morse sounders. I believe a solitary case has occurred of the Block Instrument being tampered with, but the committal of the double error of two trains being so started as to cause collision should, with the additional check of the Guard's inspection of the Instrument, be impossible.

52. It should be noticed that the Train Register Book at Yeliyur was in the present case apparently used to jot down the times connected with the departure of the 15-25 Special necessary for the after-fabrication of the Line Clear messages. As all the information required by the Traffic Department is entered on the Message drafts, the utility of the Register is, with Morse working, questionable.

53. Finally, I consider that the exact wording of all messages required in the Block-signalling should be rigidly laid down in the Working Rules. In particular the procedure to be followed when Line Clear is refused ought to be very clearly fixed. With the carelessness that now exists in checking the number of words in a Message draft care should be taken that a message worded "Line is not clear" is never sent, as the omission of the word *not* would be most serious.

BANGALORE, *23rd October 1891.*

Report of the joint departmental committee on the collision between the 15-25 down special mixed train and No. 9 Up E. train between Yeliyur and French Rocks at mile 277-21 on the morning of 12th October 1891.

We have jointly enquired into the matter. The following witnesses were examined :—

1. M. R. Narasima Charry—Substantive Station Master. Yeliyur.
2. B. Rama Rao—Signaller. Do.
3. Siddiah Koppal Deva—Pointsman. Do.
4. Erally Deva—Pointsman. Do.
5. Subbannah—Police Constable. Do.
6. P. Gopalasawmy Naidu—Station Master. French Rocks.
7. Syed Abdul Kader—Signaller. Do.
8. Ramasawmy—Pointsman. Do.
9. Kariah—Pointsman. Do.
10. Kistna Rao—Porter. Do.
11. Hutcha—Porter. Do.
12. H. Fox—Driver of the 15-25 Down Special.
13. Rodrigues—1st Fireman. Do.
14. Sumsudeen—2nd Fireman. Do.
15. Babaloomiah—Chief Guard. Do.
16. Lippert—Under-Guard. Do.
17. Thungavaloo—Brakesman. Do.
18. T. Boye—Driver of No. 9 Up E. train.
19. Royle—Driver of extra engine attached to No. 9 Up E. train.
20. Rungasawmy—1st Fireman of No. 9 Up E. train.
21. Durmalingam—2nd Fireman. Do.
22. Chinniah—Chief Guard. Do.
23. Narayen Rao—Under-Guard. Do.
24. Kelly—Spare Guard returning as passenger with No. 9 Up E. train.
25. E. Boye—Driver of No. 7 Up E. train.
26. J. Nelson—1st Fireman. Do.
27. R. Hessing—2nd Fireman Do.
28. Venkoba Rao—Chief Guard. Do.
29. Mahomed Surver—Brakesman. Do.
30. Kristnama Charry, a relative of the permanent Station Master, Yeliyur.

2. The 15-25 train was a Special Mixed Train conveying part of Fillis' Circus from Bangalore City to Mysore and was composed of the following engine and vehicles :—

Engine No. 211.	1 Third class carriage.
7 High-sided wagons.	3 Second class carriages.
3 Covered goods wagons.	1 First class carriage.
1 Third class carriage.	1 Second class carriage.
4 Covered goods wagons.	1 Brake-van.

This train was booked to cross 7 Up at Seringapatam and 9 Up at Paschamvahini. It left Bangalore City at 17-25 and, losing time on the way, it arrived at Mandya at 22-43 and had to wait there about fifty-three minutes, for Line Clear, owing to inattention to the telegraph at Yeliyur. Leaving Mandya at 23-36 it arrived at Yeliyur at 23-58, where No. 7 Up E. train was waiting. The Guard received what was supposed to be copy of the "Line is Clear" message (enclosure marked Exhibit* F) and the Line Clear Ticket (enclosure marked Exhibit* L.) to French Rocks, and the train started at 0-10

3. The 9 Up E. train was booked to leave Mysore at 22 o'clock. It was composed of the following engines and vehicles :—

2 Engines—Nos. 215 and 216.	1 Brake-van.
1 Third class brake carriage.	5 Covered goods wagons.
1 Horse box.	1 Low-sided truck.
4 Low-sided trucks.	10 Covered goods wagons.
2 High-sided wagons.	1 Brake-van.

It had a late start of 25 minutes and arrived at French Rocks at 23-46. After a detention of 26 minutes the Guard was given a copy of the "Line is Clear" message and the Line Clear Ticket (enclosures marked Exhibit* C C. and Exhibit* M) to Yeliyur, and the train started at 0-15.

It came into collision with the 15-25 Down Special at mile 277-21 on a curve, where the view was intercepted by trees and on a gradient of 1 in 70. Five persons were killed and thirteen injured and much damage was done to stock. Statements of the killed and injured and of the damage to stock are annexed Enclosures Nos. 2 and 1 on pages 29 and 28.

The actual time of the collision cannot be determined with any certainty; it probably occurred between 0-28 and 0-45.

4. The Station Master on duty at Yeliyur was Seetaramier, a Relieving Station Master, who arrived at Yeliyur about midday on the 11th and took charge of the Station from Narasima Charry, the permanent Station Master, who had reported sick. There was also at the station a Signaller named B. Rama Rao, who had been sent to assist the Station Master during the Dasara.

5. The Station Master on duty at French Rocks was P Gopalasawmy Naidu, and he was assisted in the telegraph work by Signaller Shaikh Abdul Kadar.

6. The time borne by the copy of the "Line is Clear" message given by the Station Master, Yeliyur, to the Guard of 15-25 train is 0-8 and the time borne by the Line Clear Ticket is 0-7.

7. The time borne by the copy of the "Line is Clear" message given by the Station Master, French Rocks, to the Guard of the 9 Up E. train is 0-10, while the time borne by the Line Clear Ticket is 0-9.

* Not printed.

8. The entries in the Train Register Book at Yeliyur as regards the passage of the 15-25 Special are as follow :—

Received application for Line Clear from Mandya	23 0
Gave Line Clear	23 2
Train arrived	*Not entered.*
Cleared line	*Not entered.*
Applied to French Rocks for Line Clear	0 5
Obtained Line Clear	0 7
Train left	*Not entered.*

but there is no trace of the original received draft of the "Line is Clear" message *as given to the Guard.*

9. The entries in the Train Register Book at French Rocks as regards the passage of No. 9 Up over the French Rocks—Yeliyur section—are as follows :—

Station Master's authority to apply for Line Clear to Yeliyur	0 7
Applied for Line Clear to Yeliyur	0 8
Obtained Line Clear from Yeliyur	0 9
Train left for Yeliyur	0 10

and Guard's copy of the "Line is Clear" message is supported by the original received draft, (enclosure marked Exhibit* C). The entries in the original and the copy differ to some extent. The differences will be explained further on.

10. There is no record at Yeliyur to show that the "Line Clear" was either asked for or given for No. 9 Up E. train to proceed to Yeliyur, and there is no record at French Rocks to show that "Line Clear" was either asked for or given for the 15-25 Down Special to proceed to French Rocks.

11. The Train Register Book and the received draft of the "Line is Clear" message at French Rocks are properly entered up, and no irregularities are discernible except the difference in the preamble of the copy as given to the Guard. (See Enclosure* CC.) These are explained by the Signaller having, as he says, copied that part of the message from memory and by the Station Master in his confidence that the message was correctly received trusting to his Signaller to copy it out correctly.

12. Unlike those at French Rocks, the Train Register Book and original drafts of the train signalling messages at Yeliyur display grave irregularities.

The Train Register Book does not as already mentioned show the time of arrival of the 15-25 Special from Mandya, nor does it show that the line was cleared back to Mandya after arrival of the train.

The original draft of the "Line is Clear" message, for No. 7 Up to Mandya (the train that crossed the 15-25 Special at Yeliyur) is written on a Down green form instead of on an Up red one. All the message drafts in connection with the passage of the 15-25 Down Special from Yeliyur to French Rocks have been written out as in anticipation of the train arriving safely at French Rocks, but they bear no Code time nor the time of receipt or despatch. The number of words entered as composing each message does not correspond with the actual number of words in each message, and the train is shown as running "under Ballast regulations" instead of as a timed train.

In the same way some of the messages prescribed for the 7 Up E. train also appear to have been written out in advance of receipt or despatch, and the "Line is Clear" message for the train from Yeliyur to Mandya is written so as to read that the "Line is Clear from *Mandya to Yeliyur.*"

Even the times that are entered in the Train Register Book cannot be depended upon. They read—

0—5 acknowledged arrival of 7 Up and applied for Line Clear to French Rocks for 15-25 Special.
0—6 applied to Mandya for Line Clear for 7 Up.
0—7 obtained Line Clear from French Rocks for 15-25 Special.
0—8 obtained Line Clear from Mandya for 7 Up.

As these operations entail the sending and receiving of four messages containing altogether about 150 words and the writing out of them all, as well as the copying of some of them in duplicate for the Guards and the making out of a Line Clear Ticket in original and counterfoil, it is evident that it was not possible for the work to be done in the time recorded.

Finding.

13. The entries in the Train Register Books and the Line Clear message draft at Yeliyur are in the handwriting of Relieving Station Master Seetaramier. It was suggested during the enquiry that Signaller Rama Rao might have been concerned in signalling the trains on the night in question. That he was present in the Office there can be no doubt, but there is no proof that he was taking any part in the work. Therefore, we consider that Seetaramier is solely responsible for what occurred at Yeliyur in connection with the collision, and we further consider that the balance of the evidence, documentary and otherwise, goes to convict Seetaramier of starting the 15-25 Down Special without having previously obtained "Line Clear" from French Rocks, and of having given "Line Clear" to French Rocks, for 9 Up either before the 15-25 Special had started or afterwards, and we think that the fact of his absconding shortly after the 15-25 Special had started, confirms the finding.

We find also that the Chief Guards of the 15-25 Down Special and the 9 Up E. train were guilty of neglect of duty in not examining the original drafts of the "Line is Clear" messages and in not detecting the discrepancies in time in the copies of the "Line is Clear" messages and the Line Clear Tickets (*vide* rule 97 of the Working Time Book), and that the Drivers of the 9 Up E. train and the 15-25

* Not printed.

Special were guilty of a breach of rule No. 264 of the General Rules and Regulations in leaving their engines to go to the Telegraph Office at French Rocks and Yeliyur respectively.

*   *   *   *   *   *   *

T. J. McCLOUGHIN,
1st Asst. Traffic Manager.

J. G. JOPP,
Resident Engineer,
Bangalore Division.

A. J. MOLLOY,
District Loco. Superintendent
Bangalore Division.

Enclosure No. 1 to Appendix A.

List showing damages caused to rolling stock.

Serial No.	Description.	No.	Damages.
1	Engine	211	Extensively damaged and derailed.
2	Do.	215	
3	Do.	216	
4	Covered Goods	3870	Bodies completely smashed, axles and framing bent, axle-boxes and buffers broken.
5		3778	
6		2824	
7		8956	
8		8308	
9		8774	
10		3958	
11	3rd Class Brake	866	Body swept off platform, frame bent and buffers broken. This was the carriage in which the passengers were killed and injured.
12	High-sided	8221	Greatly damaged.
13	Do.	9231	
14	Do.	8206	
15	3rd Class Brake	877	
16	Low-sided	228	
17	Do.	197	
18	Do.	8195	
19	Do.	2152	
20	High-sided Bogie	2502	
21	Covered Goods	3395	Slightly damaged.
22	Do.	8732	
23	Do.	3026	
24	Do.	8138	
25	Do.	3998	
26	High-sided	9249	
27	Do.	9263	
28	3rd Class	1616	Slightly damaged not shown in sketch showing position of vehicles after collision. These were the carriages in which the Circus people rode.
29	2nd Class	8016	
30	Do.	8496	
31	1st Class	815	

BANGALORE;
23rd October 1891.

(Signed) A. J. MOLLOY,
District Locomotive Superintendent.

Enclosure No. 2 to Appendix A.

List of persons killed and wounded.

KILLED.

No.	Name.	Age.	Occupation.	Place of Residence.	Nature of wound.
1	Abdul Kader	Not ascertained.	Fireman		
2	Madurai		Do.		
3	Gooty		Wife of Nanjagowda, Passenger		
4	Soobramania		Passenger	Mandya	
5	Sidda		Do.	Kodial, Seringapatam	

WOUNDED.

No.	Name.	Age.	Occupation.	Place of Residence.	Nature of wound.
1	Venkatah	60	Weaver	Donasamundrane Anekal Taluq	Fracture of lower jaw.
2	Doorgah	45	Toddy drawer	Kandalli, Mandya Taluq	Fracture of spine (Dorsal region).
3	Nanjah	40	Do.	Naragaloo do.	Fracture of left clavicle, contusion on right hand.
4	Rangah	12	*Nil*	Do.	Wound on the right knee.
5	Veerasamy	30	Cooly	Madras	Contusion on the chest.
6	Chewdah	25	Pot maker	Yearly, Mandya Taluq	Ditto ditto.
7	Linga Charry	20	Goldsmith	Naragaloo do.	Wound on the scalp.
8	Nanjappah	35	Clerk	Bangalore	Compound fracture of both bones of right leg and wound on the forehead.
9	Vencatramiah	30	Shanbagh	Chickaballapura	Bruise on the right knee.
10	H. Fox	28	Driver	Bangalore	Wounds on the face and scalp.
11	Rodrigues	21	1st Fireman	Do.	Wound on the forehead.
12	Siddah	3	*Nil*	Mandya	Simple fracture of both bones of both legs.
13	Eramah	40	*Nil*	Do.	Wounds on the right arm and on the left forearm.

Signed, as to wounded, by

T. V. ARAMUGUM,

Asst. Surgeon, Civil Hospital,

Mysore.

APPENDIX B.

REPORT by LIEUTENANT-COLONEL T. GRACEY, R.E., SENIOR GOVERNMENT INSPECTOR OF RAILWAYS, CENTRAL CIRCLE, on the accident which occurred on the 5th November 1891 to the passenger train, on the NAGPUR BRANCH of the GREAT INDIAN PENINSULA RAILWAY, between KHÁPRI and BORI STATIONS.

In compliance with the orders contained in Circular No. III (Railway), dated 7th January 1881, I have the honour to report that I attended the departmental enquiry into the accident which occurred to the passenger train on the Nágpur branch of the Great Indian Peninsula railway, at mile 509, near Khápri Station, on the 5th November 1891, and that I also visited the scene of the accident the day upon which it occurred.

2. I submit herewith a copy of the evidence given to the officers who held the joint enquiry and also their report and finding, with which I agree.

3. The down passenger train from Bhusával to Nágpur consisting of—

2 Engines.
1 Brake-van.
1 Luggage van.
4 Second class carriages.
1 Horse box.
4 Third class carriages.
1 First class saloon.
1 First class carriage.
1 Second class „
1 First class „
1 Postal van.
5 Third class carriages.
1 Luggage van.
1 Brake-van

in the order named, left Bori 25 minutes late on the morning of the 5th November, and after passing mile 509, the tyre of the left-hand leading wheel of the front engine broke on a down grade of 1 in 150. The engine and train then ran on on the metals for 929 feet when the leading engine left the rails and the succeeding engine and vehicles followed it. The two engines and 11 first vehicles in the train ran down the bank and were heaped up one on the top of the other, the next six vehicles left the rails but were not completely overturned, and the last six vehicles remained on the line. It does not appear that the train was running with excessive speed at the time of the accident.

4. The two Parsee drivers of the engines with their two firemen were killed and also the greaser on the rear engine, whilst the greaser of the front engine escaped. The guard in the leading brake was killed. Out of 95 soldiers who occupied the 2nd class carriages, 5 were killed on the spot, 4 died on the way to Kamptee and 3 at Kamptee, or 12 deaths in all, and 25 were seriously injured. Three native passengers were rather seriously injured and 12 slightly—all the remaining passengers escaped unhurt.

5. As already stated I agree with the finding of the Joint Committee, but I would invite especial attention to the following points:—

(a) It appears from the evidence that the duty of inspecting and tapping engine wheels on the Great Indian Peninsula Railway is entrusted to the driver only, and that this duty is very imperfectly performed. If the tyre in question had been properly inspected by a competent person before leaving the shed, it is probable that its looseness would have been detected, as from the thick coating of oil on the tyre, and liner, and also from the worn appearance of the threads of the screws of the nuts, I am of opinion that the tyre must have appeared very loose and badly fitting before leaving the shed.

(b) The use of lining between the tyre of the wheel and the felloe appears to me most undesirable, and should, I think, be entirely prohibited in engines attached to passenger trains.

(c) It appears from Dr. Harris's evidence that there are no instruments or appliances of any kind in the Railway Hospital, and in case of even the simplest accident everything has to be obtained from the Mayo Hospital. It is desirable that the Company should provide emergency cases of instruments to be kept at their principal dispensaries and sent out with the "break down trains."

Joint enquiry held at Nágpur on the 7th and 8th November 1891, to ascertain the cause of the derailment of 35 Down Passenger Train, at mileage 509-10, between Bori and Khápri on the Nágpur Branch on 5th idem.

PRESENT:

MR. C. H. DEWEY, Acting District Traffic Superintendent.
„ F. C. FOWLE, „ Engineer.
„ S. BROOKS, Acting Assistant Locomotive Superintendent.

ALSO ATTENDED—

COLONEL GRACEY, Government Inspector.
Mr. WARDEN, Deputy Consulting Engineer, Bombay.
„ HALLETT, Assistant Superintendent of Police, Nágpur.
„ E. W. KEILY, Passenger Superintendent, G. I. P. Ry.

DESCRIPTION.

No. 35. Down Passenger Train arrived at Badnera on 5th instant at 2-25, or 15 minutes late, with one engine and eighteen vehicles, including the saloon and first class in which the Commander-in-Chief of the Bombay Army and staff were travelling to Nágpur. At this station four seconds, containing 95 soldiers belonging to the North Lancashire Regiment stationed at Kamptee, and a road van with their

baggage and arms, were attached immediately behind the front brake. The train then consisted of the following vehicles in the order given :—

Front Brake No. 1044		Saloon No. 499	
Luggage van " 4092		First class " 1241	
Second class " 997		Second class " 77	
" " 1140		First " " 1111	
" " 1020		Postal van " 85	
" " 84		Third class " 851	
Horse box, I. M. Railway No. 530		" " 188	
Third class No. 717		" " 1248	
" " 127		" " 335	
" " 196		" " 829	
" " 297		Luggage van " 4561	

Rear Brake No. 1353

making 23 vehicles in all, and in consequence of the load being more by seven than that for one engine, a second engine was attached and the train left 30 minutes late.

2. The train staff consisted of Furdonjee Framjee, Driver; Nusserwanjee Shawpurjee, Fireman, and Umrita Vishnoo, Agwalla. } Of leading engine No. 209 Q. Type.

Jamsetjee Burjorjee, Driver; Dadabhoy Cursetjee, Fireman; Ramlal Kallian, Agwalla. } Of second engine No. 213 Q. Type.

S. Bailey, Head Guard, and G. Keenan, Second Guard.

3. This train arrived and left Bori 25 minutes late. Immediately after passing mileage 509 the leading engine was derailed, and after running about 369 feet on the ballast, ran down the left bank, dragging the second engine and succeeding vehicles after it.

4. The sketch put in by Mr. Tisdall, Resident Engineer, copy of which is attached hereto, gives the distances of the chief points in connection with the accident, from which it will be seen that the tyre of the left leading wheel of the front engine broke at a distance of 321 feet before reaching the 509th mile post, and that the derailment occurred at a distance of 608 feet after passing the 509th mile post. The engine therefore ran on the rails without the tyre on the wheel for a total distance of 929 feet before becoming derailed. The six rear vehicles were not derailed. The four next vehicles, being a third class, postal van, first class, and second class carriages, were derailed but did not run down the bank, and were afterwards re-railed and taken to Bori. The first class No. 1241, in rear of the Commander-in Chief's Saloon No. 499, and the Saloon were partially down the bank, and considerably damaged, but not smashed up, the Commander-in-Chief and his staff fortunately escaping unhurt. The whole of the rest of the train, consisting of 11 vehicles and the two engines, went down the bank, and were more or less completely broken up, and jammed together within a distance of about 100 feet. The Company's telegraph wires were also broken, through communication being thus cut off.

5. From Surgeon Major Harris's evidence it will be seen that 5 soldiers were killed at the time of the accident, 4 died on the the way to, and at, Kamptee, and 1 the next day, making 10 in all. Since then information by telegram, dated 8th instant, has been received from the Officer Commanding at Kamptee, stating that 2 other soldiers have died since, and that there were 25 other serious cases, but all these doing well.

Of the native passengers only 3 were seriously injured, who are being treated in the Mayo Hospital and also 12 others slightly so. These last declined to be attended to, and on reaching Nágpur by the special went away A list giving the names and injuries of these is put in by Mr. Craggs, the Railway Police Inspector.

Of the train staff all except the second Guard and one native Agwalla were killed in the accident.

6. The first intimation of the accident was carried by a Permanent-way gang-man to the Khápri Station Master, who wired his all concerned message timed seven hours. Subsequently the second Guard, Keenan, sent on all concerned message at 6-45, and despatched it by another gang-man to Khápri Station which is timed 7-40 from that station. On receipt of the first message by Mr Haller, the Nágpur Station Master, at about 7-20, he at once ordered a break down assistance train, and sent for Surgeon Major Harris, the Apothecary attached to the Bengal-Nágpur railway Dispensary, the Assistant Surgeon of the Mayo Hospital, and the Military Apothecary in the Sitabuldi Fort. The latter arrived first, and the first special was immediately started at 8-10 accompanied by the Station Master, the Railway Police Inspector, 3 Constables and the Agent and Chief Engineer, Bengal-Nágpur Railway, who was waiting on the platform to meet the Commander-in-Chief.

7. Instructions were left by the Station Master for another special to follow with further medical assistance and the Resident Engineer. The Permanent-way Inspector had previously left by lorry, and reached the scene of the accident just before the special which arrived there at about 8-40.

8 The second special left Nágpur about 40 minutes after, with Dr. Harris, the House Surgeon, Mayo Hospital, the Government Apothecary Mr. Murphy, the Resident Engineers, and the Assistant Superintendent of Police.

9. A special from Wardha with the Civil Surgeon, Dr. Mitchell, and a brake down gang arrived on the spot at 11-20, and the special from Badnera with the Company's Apothecary, Assistant Locomotive Superintendent, District Traffic Superintendent, and break down party arrived at 14-15.

10. Medical assistance was, however, rendered immediately after the accident by the Surgeon and Apothecary, who were travelling in the train in charge of the detachment of troops from Badnera.

11. The first special with all the European troops, including the wounded and dead in medical charge of the Military and Civil Surgeons, returned to Nágpur at 11-30, and were sent on to Kamptee in the same vehicles by the Kamptee local at 12 noon.

12. The Commander-in-Chief and his staff elected to remain behind, and came on by the next special, arriving at Nágpur at about 3-30.

13. It will be seen by the above that all possible steps were taken for rendering medical and other assistance; but we have to point out from the evidence given by Surgeon Major Harris, who is also the Railway Surgeon for the district up to Badnera, that some delay was caused in consequence of proper instruments and appliances not having been provided in the Company's Dispensary, these having to be collected from the Mayo Hospital and Government Dispensary.

14. We would here wish to record the willing and energetic action taken by all the Company's staff who were present to render assistance in extricating the dead and wounded, removing the *debris*, and clearing the road, etc., unremittingly throughout the day until traffic was restored at 10 P.M.

15. The derailed vehicles which were re-railed and run into Bori left the permanent-way clear at 20-30 for completing the repairs, which were effected at 22 hours by making a small diversion round some of the vehicles which fouled the straight line.

16. The list of damages to the permanent-way is put in by Mr. Tisdall. Besides broken chairs, little damage was done, except at the portion where the two engines turned to run down the bank. Here the road was completely torn away for a distance of about 50 yards.

17. Near the place where the broken pieces of tyre were found a rail on the left-hand side was found to be broken vertically through, at a distance of 2 feet from the rail joint and 9 inches from the chair. The top table of the rail at the point of fracture showed a fresh indentation as if it had received a vertical blow, and the edge of one of the portions of the fractured tyre also shows a clear mark of having struck the top table of the rail. These two marks fairly correspond with each other, and lead to the conclusion that the rail was broken by the blow it received from the edge of the broken tyre.

18. Immediately below the fracture in the rail, a portion of the stud fastening the tyre to the felloe was found and the ballast also at this point was scooped out on the outside of the rail, probably by being struck by the flying portions of the tyre.

19. All the broken pieces of the tyre were found on the left-hand side of the line within a distance of about 150 feet from this point, the largest one being 75 feet away from the rail.

20. The fractured edges of the broken rail were perfectly sharp and clear when discovered, though it had then been passed over five or six times by engines and other vehicles showing that the two parts of the rail could not at any time have moved vertically relatively to one another to any appreciable extent. There is, therefore, no ground for the supposition that the tyre was broken by the rail being broken first.

21. The tyre is flawed by being honey-combed internally, and apparently more or less throughout the tyre, as each section shows signs of it. At its worst part the flaw may be roughly stated to be about 1½ by 1 inch. It was probably at this part that the tyre first broke.

22. Between the tyre and the felloe, liners had been inserted, and the fact that these were covered with oil in some places thickly, while at others they showed signs of being compressed, goes to show that the tyre and felloe were not closely and evenly fitted together.

23. The maker's name on the tyre is "Vickers"—and date, March 1866.

24. The road was made clear for trains by 10 P.M.

EVIDENCE.

25. *Umrita Vishnoo* states—I am an Agwalla, and was on engine 209, the leading one, on the morning of the accident. After leaving Bori I was breaking coal when I heard a sound of something breaking. I did not at this time feel any jerk, but did so immediately afterwards. I stood up then and so did the driver. We had barely done so when the accident occurred. After this I knew nothing as I became insensible. I came to the shed before the fireman and driver on this night at Badnera. The former cleaned the brasses and oiled the engine as usual; and the latter looked round it. I did not notice any one tap the wheels, and neither do I remember any one doing so on any occasion before this.

26. *G. Keenan* states—I am a guard, and have been 4½ years as such. I was running as second guard with 35 Down Passenger Train from Badnera to Nágpur on the 5th instant. The train was late leaving Badnera, but cannot say how much. I don't know whether it was so leaving Bori. After leaving Bori I did not notice that the train was going at a higher speed than usual. Just before the accident occurred the train was still running at ordinary speed. My brake was not on. I was signing my summaries immediately before the accident. The engines did not whistle. I was knocked off my seat and rendered insensible for about five minutes; after recovering I got out of the brake and went to examine the nature of the accident. I did not feel any jerk before being knocked off the seat. I wrote out at 6-45 the all concerned message and sent it to Khápri by a gangman. I was riding in the rear brake. The accident occurred about 6-30. I looked at my watch. I have most of my time been running as second on the passenger train.

27. *Mahadeo Khandoo* states—I am a keyman in the Engineering Department. On the morning of the accident I left my house before it occurred to examine the keys, and on doing so I also examined the rails on the right-hand side going to Bori. I had passed the mileage before the accident occurred. Everything was found by me in good order.

When the train passed me it was, in my opinion, going much faster than usual. I have been a little over three years in the service, and two months as a keyman.

28. *Unasa Mansing* states—I am a Permanent-way Muccadum. On the morning of the accident I left to go over my length, starting about half past 5, and walked along the right-hand side of the line towards Nágpur and saw nothing wrong with the road or rails. I passed the scene of the accident by about a mile. I heard the telegraph wires make a noise, and saw some smoke at the side of the line and went back to see what was the matter, as I saw it was the train. I then, on finding out what was the matter, sent a man to Khápri to give information to the Station Master. I have been over 20 years in the service, and in the Engineering Department.

29. *John Edwards* states—I am Permanent-way Inspector from Nágpur to Sindi and have been nearly six years in the service as such. I was on the platform at Nágpur Station on the morning of the accident and heard from Mr. Haller, the Station Master, of it. I then at once proceeded on my lorry to the scene and on arriving there commenced assisting to extricate the injured passengers from underneath the *debris*. After this I examined the road to ascertain the cause of the derailment, but could find none. I subsequently, on hearing from Mr. Wynne, went to look for the broken tyre in company with Mr. Bedford, the Locomotive Foreman. I found the first piece of it 1,158 feet from the end of the rear brake. The next or largest piece I found 75 feet from the right-hand rail facing Bori and out in the field. This was 1,096 feet from the same brake. On my examining the road I did not notice the rail broken. I heard of it for the first time from Mr. Tisdall; I took the rail out at once. This was about 5 or so in the evening. In the meantime five or six engines must have passed over it. Where the rail was broken there was a hole in the ballast and the chair some 7 inches beyond in Nágpur direction was partly broken, cracked right through.

The road was made right for trains to run at 22 that evening.

30. *Mr. H. Haller* states—I am Station Master at Nágpur, and have been 15 years in the service. Finding the 35 Down Passenger Train was late, I went to the Telegraph Office to ascertain the cause, and while there, a message was received from Khápri Station Master, stating that the engine of the Passenger Train had been derailed and that he was informed of this by a gangman. This was about 7-30. I at once ordered a special break down assistance train to be got ready. At the same time I sent Ticket Collectors Proctor and Dean for Dr. Harris, the Mayo Hospital House Surgeon, and the Apothecary at the Bengal-Nágpur Railway Dispensary. I also asked Captain Thomas, Deputy Assistant Adjutant General, to send a man to Sitabuldi Fort for the Military Apothecary. By this time a telegram had been received from the second Guard of the train, stating that the two engines and nine carriages were completely derailed, Permanent-way damaged, and several passengers badly injured. I left on the special at 8-13 for the scene of the accident with Mr. Wynne, the Agent of the Bengal-Nágpur Railway, the Fort Government Apothecary, Mr. Bedford, Locomotive Foreman, and Mr. Craggs, Police Inspector, with some police constables. I took all the available carriages in the yard, namely, eight and two brakes, also all the station Hamals. I reached the spot a little after 8-40, and as soon as I got out one of the Military officers asked who was in charge of the train, and I replied I was. I was then taken to the Commander-in-Chief who asked me to devote my whole attention to the injured, and this I did.

After the wounded, dead and other soldiers were put into the special, I started for Nágpur. Before starting I asked the Commander-in-Chief if he wanted to go with the train, and he said he would prefer remaining behind, and that I was to hurry on with the wounded. The train arrived at Nágpur about 11-20, and was sent in to Kamptee at once. I returned with another special carriage and brought in all the remaining passengers. The trains that ran during the night before the accident were 88 Up and 65 Down Goods and 70 Up Passenger.

31. *Mr. Wynne, Agent and Chief Engineer, Bengal-Nágpur Railway*, states—After arriving about half-past 9 at the scene of the accident in the first relief train, I proceeded to try and see what was the cause of the accident. I walked along the line and found that the derailment had occurred at a distance of about 75 paces from the rear brake van. I marked the exact spot where the left-hand wheel of the engine had left the rails on the outside, and then tried to find the place where the flange had mounted the rail, examining, at the same time, the state of the road at the place where the wheel had left the rail. I tried the keys and other fastenings and found them all right. The sleepers were in good order. The road appeared to be in proper gauge, but I had no means of measuring it. But altogether I came to the conclusion that the derailment could not have been due to any fault in the road. After searching for some time I could not find the place where the flange had mounted the rail. I then came to the conclusion that the accident was probably due to a broken axle of tyre. I then went back straight to examine the leading engine and saw at once that the left-hand tyre of the leading wheel was missing. This seemed to me to be the cause of the accident, and I pointed it out to the Permanent-way-Inspector who was present.

In reply to a question by Colonel Gracey, Mr. Wynne stated " I am of opinion that the flaw in the tyre was not alone sufficient to account for its breaking."

Q. Have you formed any theory to account for the tyre breaking?

A. I think it was due to the bursting of the flawed tyre owing to its being too slack on the felloe.

Q. Do you think the road was in good order where the derailment occurred?

A. Yes, I think it was in good order.

Q. Do you give your opinion as a Locomotive expert?

A. I am not a Mechanical Engineer.

32. *Mr. F. Bedford* states—I am Locomotive Foreman at Nágpur, and have been 25 years in the service. I left by the first special for the scene of the accident shortly after 8, and on arrival I assisted in releasing the dead and injured passengers from underneath the *debris*. Afterwards I noticed that the left-hand leading wheel tyre of engine 209, the leading one, was missing. I then walked along the line with the Permanent-Way Inspector, Mr. Edwards, to find out where the wheel had mounted the rail. This spot we marked, and went further, and beyond this at a distance of 1,158 feet from the end of rear brake of the derailed train, I found one piece of the tyre at the foot of the bank, and the remaining three pieces were found 1,096 feet from the same brake. I never left the scene of the accident till within a short time of the road being put right for trains to pass.

In my opinion, as this is a steel tyre, the extreme cold of that night partly accounts for the breakage. It is the duty of the driver to examine his engine before starting, but there is no specific instructions that any one is to tap the wheels. I cannot say whether it is customary on this Railway to put liners between the tyre and the felloe.

Questions by Colonel Gracey.

Q. You observed that the liner was covered with oil and grease, do you not think that that is evidence that the tyre was not sufficiently tight on the folleo?

A. I cannot say.

Q. Would the fact of the tyre being loose be detected by tapping it?

A. Yes, it would sound different.

33. *Surgeon-Major G. Harris* states—I am Civil Surgeon at Nágpur and also Surgeon for the Great Indian Peninsula Railway Company. I received intimation of the accident at about 8-40 when at the Lunatic Asylum. I went at once to the Station Government Dispensary, so that I could pick up Mr. Murphy, the Apothecary, and such instruments and appliances as I could get there. At the Dispensary I met Mr. Tiedall, who also told me of the accident and asked me to come on as soon as possible. Having received telegrams asking me to bring as much medical assistance as I could, I stopped at the Bengal-Nágpur Dispensary and brought on the Assistant Surgeon there, telling him to go on to the Mayo Hospital and bring the Assistant Surgeon with the capital case, chloroform, etc. I could bring nothing from the Great Indian Peninsula Dispensary, as there are no instruments there at all of any kind, not even a pocket case. Everything was at the station shortly after 9-30, and the train started immediately after this. On arrival at the scene of the accident I was informed that five European soldiers were dead and one died almost immediately after I had arrived. I ascertained that there were about 30 soldiers wounded. All were extricated except one from the *debris*, and he was got out shortly after I came. He was lying close to the boiler. Amongst the natives I saw the bodies of both engine drivers, both firemen, and an agwalla. I heard that the Head Guard of the train, Bailey, had been killed, but did not see his body. When I got to the scene I ascertained that the wounded had been attended to by the Surgeon and Apothecary, who were with the detachment.

Three natives who were seriously injured are now in the Mayo Hospital. On arrival at the scene I found five European soldiers dead, one died almost immediately I reached, three died on the way and at Kamptee and one died the next day, making ten in all. I am informed that two more are likely to die. I think there was some delay caused by the Great Indian Peninsula Railway Dispensary not being provided with instruments, and I am of opinion that at all important stations the Railway Dispensaries should be well provided with instruments and appliances to meet the contingencies arising out of accidents. I am satisfied that the Railway Company did everything that was possible for the rescue and comfort of the injured.

I am in medical charge of the line up to Badnera, but if a serious accident were to occur, I would have to borrow everything in the way of important instruments and appliances from the Mayo Hospital.

34. *Mr. C. E. Tisdall* states—I am Resident Engineer at Nágpur. I left the station with Dr. Harris in the 2nd special and arrived at the scene of the accident about quarter past 10. Mr. Wynne drew my attention to the left-hand tyre of the leading wheel of the front engine being off. After seeing to the removal of the last wounded man and a couple of dead bodies, I gave the Permanent-way Inspector orders to assist in clearing away some of the carriages, so that he could get on with the repairs to the road and told him to look for the broken tyre but not to move it. I then returned to Nágpur with the train conveying the dead and wounded, got the necessary materials loaded in wagons, and returned to the scene of the accident and superintended generally. Mr. Edwards, the Permanent-way Inspector, informed me that he had found the pieces of the broken tyre. I then took some measurements, and put in a sketch.* While I was taking these measurements, I noticed Colonel Gracey, and Colonel Scott, Deputy Commissioner, on the ground. We walked up the road examining and found the broken rail. I remained on the spot till the road was put right at 22, and then returned to Nágpur. At Khápri I issued a caution order for trains to proceed at 4 miles an hour between 509 and 509½ miles.

After considering some time and closely examining the broken rail and broken tyre, I have come to the conclusion that the rail was broken by receiving a heavy vertical blow from the tyre which had already been fractured. I arrived at this conclusion by comparing the bruise on the fractured rail with that on one of the broken pieces of the tyre.

I put in a list of the damages to the Permanent-way.

Damage to road.

Rails broken and twisted	No.	5
Sleepers broken	"	50
Chairs do.	"	128
Fish-plates broken	"	4
" bolts "	"	14
Spikes broken about	"	150

35. *Mr. Myers* states—I am an Assistant Station Master at Badnera, and have been 17 years in the Traffic Department. I was on duty when 35 Down Passenger arrived on morning of 5th. The train was 15 minutes late in arriving. After its arrival I told the Muccadum not to do any shunting till I had seen the luggage put into the front brake-van. I desired the Muccadum to unhook from the horse box and go ahead and attach the four troop carriages and a foot-board road van. I then went back to see about putting in some luggage into the rear brake, and while doing so I heard Head Guard Bailey sing out to the Muccadum to unhook; when I returned the shunting was finished, and I found that the troop carriages had been attached in front of the horse box. I was going to alter this by putting the horse box in front, but Guard Bailey told me not to do so, as it would only cause the train to be much later than it was, and that he would change it at Wardha. I therefore allowed the train to start formed in this way. The train left 30 minutes late.

The train was formed as under when leaving Badnera, reckoning from the engines:—

1 Front brake.
1 Foot-board road van.
4 Seconds.
1 Horse box.
4 Thirds.
2 Saloons.
1 Second.
1 First.
1 Post van.
5 Thirds.
1 F. B. R. Van.
1 Brake.

28 Vehicles in all.

* *vide* page 37.

36. *Mr. S. Brooks* states :—I am Acting Assistant Locomotive Superintendent, Badnera.

Questions by Colonel Gracey.

Q. Whose place is it to examine engines before the Driver takes charge? should the wheels be tapped? and, if so, by whom?

A. There is no particular person told off to examine the engine unless the in-coming driver has booked any repairs requiring doing. It is no one's duty in the shed to tap wheels. The man who turns the engine takes over charge from the in-coming driver and sees that the fire and water are all right, but it is not this man's duty to examine the working parts of the engine, to see that everything is right and in good order.

Q. Is it the driver's place to tap the wheels?

A. Yes, it is, but I don't say that they do so always.

Q. When was the wheel put under the engine?

A. On the 13th August last.

Q. Do you know the maker's name of the tyre?

A. No, I don't.

Q. Has the tyre been re-turned? if so, when and where?

A. It has been, but I don't know when or where.

Q. Is it usual to put liners between the tyre and felloe on the Great Indian Peninsula railway?

A. Yes, it is in cases when tyres are re-fitted on old wheels.

Q. Do you consider from the appearance of the tyre that it was at the time of the accident loose?

A. No, I do not.

Q. If not, how do you account for the oil between the felloe, tyre and wheel, which is thick in some places?

A. I account for this because the liner is not all the way round, and the tyre not gripping firmly all round the wheel.

Q. Can you tell us the original thickness of the tyre and its present thickness?

A. The present is about an inch and seven-eighths. The original thickness is supposed to be two and five-eighths.

Q. What is the minimum thickness allowed on the Great Indian Peninsula?

A. I think it is an inch.

Q. What would be the effect of the tyre being loose?

A. The bolts would be sheared off. I have seen an engine coming in with the driving wheel tyre loose and bolts completely cut off.

Q. Do you think the flaw in the tyre alone sufficient to cause it to break?

A. No, I do'nt without something else to help it to go.

I put in a list of the damages to the engines and rolling stock.

List of engines and coaching vehicles damaged seriously or totally smashed in the accident, on the 5th instant, by 35 down passenger.

Two engines, 209 and 213, with tenders, completely smashed.

First class carriage No. 1241, "F" Type, seriously damaged.

Reserved 499—Under-frame separated from body and smashed. Body seriously damaged.

Third class carriage 127, "F" Type, smashed.

Second class No. 1020, "H" Type, under-frame separated from body and damaged. Body seriously damaged.

Third class No. 717, "F" Type, smashed.

Brake van No. 1044, Type not known, totally smashed.

Second class No. 997, "H" Type, totally smashed.

Third class No. 196, "B" Type, smashed.

Third class 297, "F" Type, smashed.

Indian Midland railway horse box No. 530 totally smashed.

Two second class carriages and road van, number not known (near pilot engine), totally smashed.

Two third class carriages, Nos. 829 and 851, "F" Type, damaged.

(Sd.) J. DELAHAUNT,
Head Carriage Examiner.

Nágpur, dated 8th November 1891.

37. *Mr. Craggs* states :—I am the Police Inspector for the Great Indian Peninsula railway at Nágpur. I accompanied the first special leaving Nágpur for the scene of accident soon after 8 on 5th instant, taking three constables. I made enquiries about the passengers injured, and put in a list giving the names of those who stated they had received injuries in the accident. Most of the injuries were of a trifling nature, all those who were not seriously hurt would not wait to be attended to by the Medical Officers at the place, but proceeded to Nágpur by the special and then went away. There were altogether 15 injured. The three who were serously wounded were taken to the Mayo Hospital and are there still.

NOTE.—A telegram from the Officer Commanding at Kamptee, dated 8th instant, 1-10 A.M., was put in as follows regarding the European soldiers :—

Twelve deaths up to date and 25 other serious cases all doing well.

8th November 1891. (Sd.) C. H. DEWEY.

List of passengers who received slight injuries in the accident on the 5th November 1891.

1. Peerbux, bhistee.
2. Turmaloo, coolie.
3. Set Luchmi, wife of above.
4. Set Kishni, Dhani.
5. Narayen, Dher.
6. Raghooloo.

(Nos. 1–6: Were in one compartment, received slight injuries about the head and legs.)

7. Chintamon, Station Master of Tumsar Road station, slight injuries about the face.
8. Kaniahlall, right arm slightlyhurt.
9. Beharilal, slight injury to head.
10. Bhuchoo, „ to hand.
11. Bhoodoo, syce, foot hurt.
12. Set Parbatti, left foot hurt.
13. Gopal Ramchunder Kango, clerk of Ralli Brothers, dislocated ankle.
14. Pachoo, severe bruise on leg.
15. Babu Mia, fracture of arm and ribs.

38. *Mr. Murrell* states :—I am Locomotive Foreman at Badnera and have been about 21 years in the service. I saw engine 209 in the shed at Badnera on the morning of the 4th instant, and again in the afternoon, but did not examine it.

It is not usual for any in the shed to examine engines. It is the drivers' duty to do so. It is usual for careful drivers to tap the wheels of their engines either in the shed or on the road.

39. *Dhunjeebhoy Sorabjee* states:—I am an engine turner at Badnera and have been five years in the service. I was on duty in the shed from 22 hours on 4th to 6 on 5th instant. About a quarter of an hour before the engine 209 left the shed to work 85 Down Passenger, the Driver Furdonjee Framjee came and I saw him tap the wheels. I was near my table close by about 10 feet away. Every Driver taps the wheels of his engine before leaving. I have myself always seen them do it.

Finding.

We are of opinion that the derailment and fracture of the rail were due to fracture of the tyre of the left leading wheel of the front engine.

This was probably due to an internal flaw and partly to defective fit of the tyre.

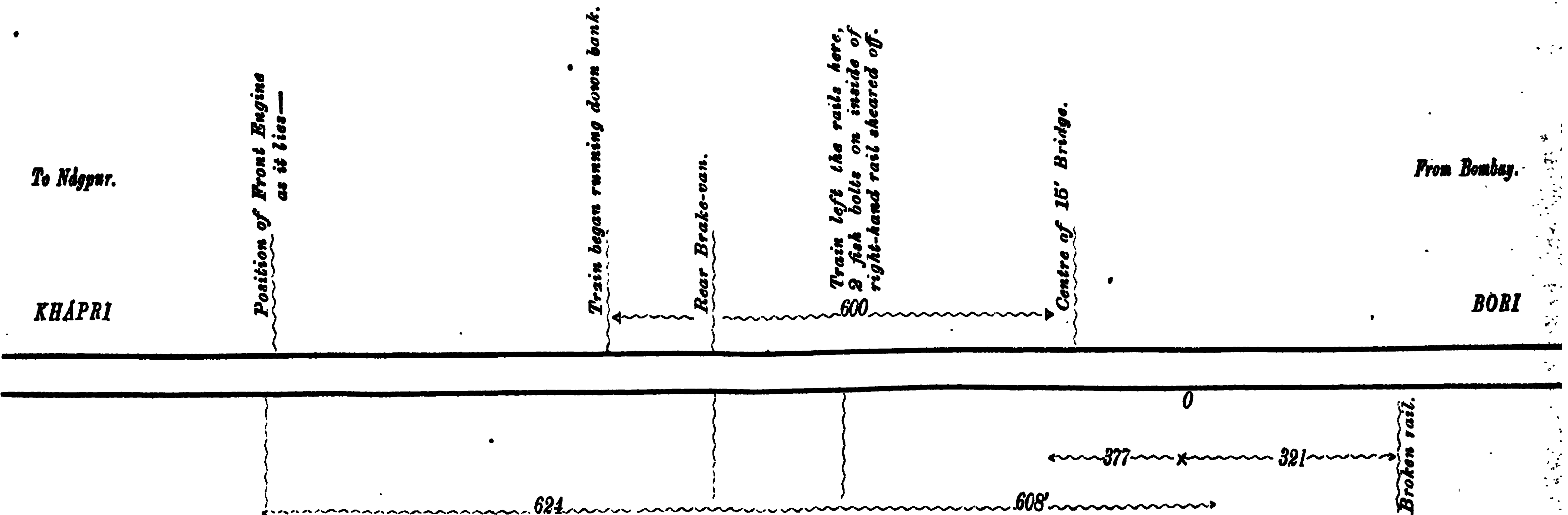
(Sd.) C. H. DEWEY,
Acting District Traffic Superintendent.

(Sd.) S. BROOKS,
Acting Assistant Loco. Superintendent.

(Sd.) F. FOWLE,
Acting District Engineer.

NÁGPUR;
8th November 1891.

True Copy.
(Sd.) C. H. DEWEY,
Acting District Traffic Superintendent.



SKETCH PLAN.

of

Scene of accident on morning of November 5th, 1891, between Khápri and Bori stations on the Nágpur branch of the Great Indian Peninsula railway.

DOWN GRADIENT 1 IN 150.

APPENDIX C.

REPORT by G. V. MARTYN, Esq., A.M.I.C.E., GOVERNMENT INSPECTOR FOR RAILWAYS, dated the 5th March 1892, on the collision which occurred on the 5th December 1891 between SATGHARA and OKÁRA STATIONS on the NORTH WESTERN RAILWAY.

I have the honour to submit, for the information of Government, the following report on the disastrous collision which took place on the 5th December between Satghara and Okára Stations on the North Western railway.

2. In this case, No. 8 Down Calcutta Mail from Lahore, while running between Satghara and Okára, came into collision at about 1-20 o'clock with No. 1 Up Mail coming from the opposite direction. No. 8 Down Mail should, according to schedule time, have left Wán Rádharám station at 0-17, and at the timed speed of 30 miles per hour, it should have run through Satghara at 0-38 and reached Okára at 0-58, where it would cross No. 1 Up Mail. On the 5th December it left Wán Rádharám 29 minutes late, or at 0-46, and making up no time reached Satghara at 1-7. The Driver finding the line clear on the post by the facing points picked it up and proceeded on his way. Meanwhile a line clear for the Up Mail had already been given by the Assistant Station Master, Satghara, to Okára, and before the error could be corrected the Up Train left Okára and came into violent collision with the Down Mail at mile 747-12.

3. The composition of the trains was as follows:

No. 8 Down.

			Tons.	Cwt.
Engine No. 81 and tender	(K. S. Class)	weighing	55	0
Brake-van	No. 2368	"	8	4
3rd Class Carriage	" 977	"	9	15
3rd "	" 1233	"	9	3
3rd "	" 1064	"	9	13
3rd " and Postal	" 773	"	11	2
Intermediate	" 664	"	10	8
Luggage van	" 2148	"	8	8
1st Class	" 112	"	10	0
2nd "	" 437	"	10	0
3rd "	" 1033	"	9	18
3rd "	" 1180	"	9	16
3rd "	" 1024	"	9	10
3rd "	" 1410	"	11	7
Horse box	" 1911	"	9	1
"	" 1837	"	9	0
3rd Class	" 1182	"	9	16
Carriage Truck	" 2129	"	5	3
Brake-van	" 2241	"	9	16
			225	0

No. 1 Up.

			Tons.	Cwt.
Engine No. 32 (Q. Class) and tender		weighing	54	18
Brake-van	No. 2687	"	10	9
3rd Class	" 921	"	10	5
" Bogie	" 1559	"	23	18
Intermediate	" 660	"	10	2
1st Class	" 117	"	10	7
2nd "	" 449	"	9	16
3rd "	" 1368	"	9	15
3rd "	" 1028	"	9	16
Luggage van	" 2152	"	6	12
Postal "	" 765	"	10	18
Brake-van	" 2656	"	9	8
			178	4

4. Engine No. 81 of the Down Train was fitted with a steam brake and with a hand-brake on the tender. The Up Train Engine No. 32 had no steam brake, but there was a hand-brake which was fitted on the tender only. Both engines were manned by European Drivers, and there was a European Guard in the rear brake of each train.

5. Being absent from Lahore on inspection duty, I could not reach the scene of the occurrence until the morning of the 7th December. I then learnt that the Manager had determined on not holding a departmental enquiry, as there was a *primâ facie* case of negligence against the Assistant Station Master, Satghara, who was to be prosecuted before the Magistrate of Montgomery. The trial commenced on the 15th December and judgment was given on the 7th January. I was present throughout the proceedings, but as copies of the evidence did not reach me until the 29th February I was unable to submit this report earlier. The evidence and the Magistrate's judgment attached were printed at the Manager's office, and it is considered unnecessary to reprint the former in this report, as in its present form it seems to suit all purposes

6. There were 34 persons killed on the spot, including the Second Guard (Jowand Lal) and a Fireman of the Down train. Of 34 injured, 3 are reported to have died subsequently. No European passengers were hurt.*

7. A statement is appended (*vide* enclosure No. 1 on page 40) showing the damage to rolling stock and permanent-way. The front brake and 3rd class carriage of Down Mail and the front brake, one 3rd class and bogie carriage of Up Mail were totally destroyed. Both engines were badly damaged.

8. Through communication was suspended until 22 hours on the 5th, by which time a diversion was put in and through traffic resumed.

DESCRIPTION.

9. Satghara is a small station at mile 753 (reckoning from Kurrachee), and Okára which is on the down or Mooltan side of it, is 10 miles distant. Between these two points the line is straight and the gradients are slight, falling towards Okára, the difference in level between the two stations being 15 feet. At the point at which the collision occurred the gradient is 1 in 6,072.

10. The following distances at Satghara are to be noted:—

Centre of platform to up facing points . . .	700 feet.
Do. do. down do.	840 "
Length of platform	259 "

The platform is on the main line, and between its upper end and the facing points there is a blind

* Later report shows that four more persons died subsequently from the effects of the injuries received.

siding. The Station House is not on the platform, but retired 78 feet away from it. The main signal is on the platform and directly in front of the station building and close by are fixed the windlasses of the Distant Signals. The line clear post at the upper or Lahore end is 13 feet from the facing points.

CONCLUSION.

11. This disastrous accident was brought about by Gurmukh Rai, the Assistant Station Master at Satghara, having allowed two trains coming from opposite directions to run on the same section at the same time, by which they came into violent collision. The facts of the case appear to be as follows:—

No. 8 Down Mail was due to leave Wán Rádharám (the next station on the up or Lahore side of Satghara and 10¼ miles distant) at 0-17 and to pass through Satghara at 0-38 without stopping. At 0-10 on the 5th December, Gurmukh Rai commenced the usual procedure connecting with authorizing the Down Mail to run through Satghara, by asking the next station in advance (Okára) for line clear for that train and at 0-20 he received it. At 0-58 he recorded having received notice from Wán Rádharám that the Down Mail had left that station at 0-46. Having already despatched the sweeper to the facing points with the line clears, he called guard Reuben of No. 39 Up Goods, then waiting in the station, to accompany him to the points, but hearing the telegraph instrument working, he went back to his office and received a message from Okára proposing that the line clear for No. 8 Down should be cancelled and that a line clear for No. 1 Up should be granted instead. This unfortunately Gurmukh Rai agreed to at 1-6 or 20 minutes after No. 8 Down had left Wán Rádharám. The time allowed for the Down Mail to run from Wán Rádharám to Satghara is 21 minutes, so that at 1-6 it must have been in sight and not half a mile away. By 1-7 when Gurmukh Rai had completed the formalities connected with the granting of a line clear for No. 1 Up, the Down Train was passing the Home Signal in Satghara Station, the Driver and Guard having picked up line clears at the facing points and the Distant and Home Signals having been lowered for them. On hearing the train passing Gurmukh Rai realized the mistake he had made and endeavoured to rectify matters by ordering a man to run after it and stop it. The only means open to him of preventing a disaster was to telegraph at once to Okára in the hope that the Up Mail had not left that station. This Guard Reuben did for him, but unluckily there was no one at the Okára instrument at the time, the Assistant Station Master being out on the platform arranging for the despatch of the Up Mail which did not start till 1-13.

12. The point at which the collision occurred is 5¾ miles from Satghara and 4½ from Okára. The actual time at which the accident took place is not recorded, but assuming the Down train was travelling at an average speed of 25 miles an hour, it would arrive at mile 747-12 at 1-20. By this calculation the Up train would have been travelling at an average speed of 38¼ miles an hour. Driver Field of the Down train says he slowed his engine down to 10 or 12 miles an hour before the collision took place, and the evidence regarding the Up train shows that the engine of that train was not reversed until the last moment. Hence I think that the Up train was probably travelling 30 and the Down train 15 miles an hour when they struck at about 1-20 o'clock.

13. The work of rescuing the wounded and removing the dead occupied such a long time and the duty was so arduous as to engross the attention of the Railway authorities, and hence no measurements are forthcoming showing the positions of the different vehicles after the collision. From enquiries, however, it appears the following was the condition of the two trains:—

No. 8 Down Engine derailed and heavily damaged. Brake No. 2368 and 3rd Class No. 977 totally smashed. The rest of the train was saved owing to a coupling (apparently between carriages Nos. 977 and 1233) giving way.

No. 1 Up Engine not derailed and not so much damaged as that on the Down train. Brake No. 2687, 3rd No. 921 and bogie No. 1559 totally smashed.

14. The body of the bogie carriage is stated to have left its frame and telescoped the vehicles in front. At the same time it acted as a buffer to those behind and probably prevented other vehicles being wrecked. This is a point worthy of note and is a strong argument against placing bogie carriages in any other position than the front of a train.

15. With regard to the brake power, it is necessary to draw attention to the fact that the Up Engine had only a hand brake which was fitted on the tender. The distance within which a train of given weight can be brought to rest by a given number of brakes is in proportion to the square of the speed. Hence a train travelling 40 miles an hour would require four times the brake power of one travelling at half that speed. Although nothing less than automatic continuous brakes would have prevented this collision taking place, it is probable that it would have been considerably mitigated had there been a steam brake on the Engine.

16. The Magistrate in his judgment having dealt with the evidence, it would be superfluous to review it in this report. With regard to the charge of overwork, brought forward by Gurmukh Rai in his defence, I think that when the Station Master of Satghara applied for assistance, action should have been promptly taken by the Traffic Department, either to supply a signaller or an enquiry should have been made on the spot to ascertain if there were any real grounds for the complaint of overwork.

17. Respecting the Rules, I would draw attention to the evidence of Pir Khan, the Station Master of Gamber, wherein he says that no Station Master can act exactly up to Rules. In practice, one of the first objects of Station Masters is to get the traffic through, as they are liable to be fined for delays, and as far as my experience goes, many of the collisions at stations are due to the Rules being relaxed in order to minimize delays.

18. Gurmukh Rai, having been found guilty of negligence, was sentenced by the Magistrate to one* month's imprisonment and a fine of R100. His record shows that he passed an examination on the 22nd April 1890 for the post of Assistant Station Master, and he is, in my opinion, a more than ordinarily intelligent man of his class. His offence was one of gross carelessness, and however perfect rules may be, they cannot prevent accidents in which every known precaution is overlooked or neglected.

* On appeal to the Chief Court of the Punjab, the sentence passed by the Lower Courts was enhanced to one year's further rigorous imprisonment (*vide* judgment printed as enclosure No. 2 on pages 41-42.)

Enclosure No. 1 to Appendix C.

Statement showing the number of persons killed and injured.

	Number killed.			Number injured.	Remarks.
	Passengers.	Railway servants.	Total.		
Brought to the Lahore Railway Hospital	32	2	34	14	Five discharged and 2 died subsequently.
Taken to Anarkali Hospital	...	...	...	5	
Taken to Montgomery Hospital	...	...	...	15	One died subsequently and 3 went on to Chichawatni without orders for treatment at Kamalia Hospital.

Note.—No Europeans were killed or injured. Later report shows that four more persons died subsequently from the effects of the injuries received.

Approximate cost of damage.

	R	a.	p.
Engine No. 81	17,000	0	0
Engine No. 32	10,000	0	0
Brake-van No. 4816 Totally	3,500	0	0
III Class No. 977 do.	3,500	0	0
III Class No. 921 do.	3,500	0	0
Brake-van No. 2313 do.	3,500	0	0
III Class, Bogie No. 1559 Totally	8,000	0	0
Minor damages	1,000	0	0
Total	50,000	0	0

(Sd). C. SANDIFORD.

Statement of station staff at Satghara station.

Names.	Age.	Length of service on North Western Railway.	Length of service on other Railways.	Pay.			Remarks.
				R	a.	p.	
Wazir Chand, Station Master	30	6 years	10 years	30	0	0	
Gurmukh Rai, Assistant Station Master	20	4½ "	Nil	25	0	0	
Nabi Bux, Points Jamadar	28	6 "	6 years, S. P. D. Railway	7	0	0	
Chandi Ram, do.	26	...	3 " "	7	0	0	
Mahbub Shah, Pointsman	33	...	2 " "	6	0	0	
Kushee, do.	47	2 years	5 " "	6	0	0	
Nanak, Gate-keeper	30	5 "	Nil	6	0	0	
Shahab Ali, M. B.	34	4 "	...	5	8	0	
Kamala, Sweeper	26	6 months	...	5	0	0	

Statement of staff at Okdra station.

Names.	Age.	Length of service on North Western Railway.	Length of service on other Railways.	Pay.			Remarks.
				R	a.	p.	
Jewan Jan, Station Master	32	6 years	6 years on S. P. D. Railway.	43	0	0	
Eman Din, Assistant Station Master	31	6 "	Ditto	28	0	0	
Mul Raj, Signaller	25	2½ "	Nil.	18	0	0	
Mohammed Bux, Points Jamadar	42	6 "	8 years, S. P. D. Railway	8	0	0	
Khair Din, do.	40	6 "	7 " "	8	0	0	
Karam Din, Pointsman	30	6 "	3 " "	6	0	0	
Ranya, do.	45	6 "	11 " "	6	0	0	
Bholi Mohamed, Bhisti	26	1 year	Nil	5	8	0	
Ganesha, H. B.	35	2 months	"	5	0	0	
Nathoo, Sweeper	26	2 years	"	5	0	0	
Ramzan, Gate-keeper	40	3 "	"	6	0	0	
Wazira, Goods Coolie	30	Since 5-7-91	"	6	0	0	
Shamboo, do.	17	" 1-5-91	"	6	0	0	
Jandoo, do.	38	" 5-7-91	"	6	0	0	
Allawla, do.	22	" 20-6-91	"	6	0	0	
Rahman, do.	26	" 12-11-91	"	6	0	0	

Enclosure No. 2 to Appendix C.

Judgment of the Chief Court, Punjab, dated 6th May 1892, enhancing the sentence passed by the Lower Courts (vide *paragraph 18 of Mr. Martyn's report*) *to one year's further rigorous imprisonment.*

This case on the revision side has arisen out of the disastrous railway accident which occurred between the stations of Satghara and Okára on the North Western railway between one and two o'clock in the morning of the 8th December last. The accused Gurmukh Rai, Assistant Station Master at Satghara, was convicted by the Magistrate of the Montgomery District, under Section 101 of the Indian Railways' Act (1890), of negligence endangering the safety of passengers travelling by the two mail trains which collided, and was sentenced to one month's rigorous imprisonment and R100 fine on the 7th January. This conviction was appealed to the Sessions Judge of Mooltan, who upheld it by order passed on the 1st March 1892.

There is an application on the one hand by Government to enhance the sentence on the ground that it is grossly inadequate, and there is a counter application by the accused to have it quashed on the ground that according to the facts as found by the Sessions Judge, which in one important matter are at variance with those found by the Magistrate, the conviction is not maintainable.

It was contended on the one side that we ought to accept the facts as found by the Sessions Judge; and on the other it was candidly admitted that if the facts were as found by the Sessions Judge the accused was entitled to be acquitted, and it was urged that they ought to be examined.

Under the circumstances we determined to look into the matter in dispute, with a view to deciding which of the Lower Courts had arrived at the correct conclusion.

The trains which collided were those known as the No. 8 Down Calcutta Mail on its way from Lahore to Mooltan, and the No. 1 Calcutta Up Mail travelling in the reverse direction, which in the ordinary course should have crossed at Okára, but which that night were arranged to cross at Satghara. The details preceding the collision are clearly, succinctly, and, it is believed, correctly given in the following paragraph, from the Sessions Judge's judgment.

"At ten minutes past twelve, the prisoner Gurmukh Rai demanded 'Line clear' for the 8 Down Mail from Okára (that is from the authorities there).

At twenty minutes past twelve, the Station Master of Okára wired 'Line clear' for the 8 Down Mail, but the 8 Down Mail was running late. At one o'clock after midnight, the Station Master of Okára requested that the 'Line clear' given by him at 12-20 A.M. for the 8 Down be cancelled. The prisoner received this telegram at 1-2 A.M. Before this the prisoner had received a telegram from "Wán Rádharám" (the station on the Lahore side) "to the effect that the 8 Down Mail had started at 12-46 A.M. from Wán Rádharám to the Satghara station.

By the ordinary speed of a Mail train the distance between Wán Rádharám and the Satghara station is covered in twenty-one minutes, and according to this calculation the prisoner knew that the 8 Down must reach Satghara at 1-7 A.M., provided that it could not arrive earlier in order to make up the time. At 1-5 A.M., the prisoner without taking back the 'Line Clear' he had written after receiving the message at 12-20 A.M. from the Station Master, Okára, from the sweeper by whose hand it was sent out, and cancelling the same wired to Okára that the Line Clear given by him (rather received by him) for the 8 Down was cancelled, that the train would accordingly be stopped there, and that the line was clear for the 1 Up. The 8 Down Mail, passed the Satghara station at 1-7 A.M. without stopping there; and on the other hand, 1 Up Mail which had reached Okára as usual at 1-5 A.M., started for Satghara at 1-13. Thus both the Mail trains came into collision between the stations of Satghara and Okára. We must suppose that in all these times there is a certain possible small error due to errors of different clocks and watches.

Now the Assistant Station Master's mistake and negligence, if any, is practically his permitting the Okára train to start before he had taken effective steps to detain the train coming from Lahore. He could have detained it effectively by not issuing a Line Clear to the Lahore train, and also, it is said, if he had taken care to place the signals at Satghara so as to prevent it passing.

(1) The Magistrate and the Sessions Judge have concurred in holding that the accused was to blame, and that he transgressed rules by issuing the new Line Clear to Okára for the Up train, while the Line Clear which he meant to issue to the Down train, but which he had resolved to withdraw, was not in his power. (2) They have disagreed as to the state of the signals when the Down train passed through, the Magistrate holding that they permitted the train to pass and the Sessions Judge the contrary. (3) They have agreed that the Assistant Station Master was overworked, and taking this into account they have concurred in inflicting what for such offence must be regarded as hardly anything more than a nominal punishment.

With regard to matter (1) we are of opinion, although it was unnecessary for us to examine the matter, that the courts below are undoubtedly right. The accused attempted to prove that the Line Clear was not delivered to the Guard and Driver of the Down train, but was forcibly taken from the sweeper who had the Line Clears in two hoops, which are placed in a standard to be removed by the officials in passing without his consent. It is exceedingly improbable that this was or could be done in a pitch dark night seeing that the usual arrangement is to take the hoops from the post. If they were taken from the sweeper's hand, it was because they were sent to be given. With regard to this point and the next point, there are two parties among the witnesses: the witnesses on the passing train and the station witnesses. They have their own interests to serve in the matter for most part. One witness, the Guard Renben, who was with a waiting goods train possibly wavered in his evidence as to the state of the signals, although his evidence is not very clear. The normal condition of the signals is at danger. They are lowered to let a train pass, and immediately the engine is passed they are, according to rule, raised. In this matter we incline to the opinion held by the Magistrate that the station signal

was not against the Lahore train when it passed through, and this is our opinion, not because the witnesses on the one side are three Europeans, an Assistant Locomotive Superintendent, a Driver and a Guard; and because the witnesses on the other side are natives. We think we are justified in holding that the former travelling by signals on a pitch dark night would not disregard signals considering the habit they must necessarily have of attending to them, and with regard to their own safety; and also because it is improbable that the Driver would commit a serious irregularity in the presence of an officer. Another and a very strong reason for believing the train witnesses and disbelieving the station ones is that the latter have undoubtedly given false evidence in our opinion, with regard to the forcible taking of the Line Clear orders, and this is why we referred to this matter, and because throughout the case, for the defence there are clear traces of the immediate attempt to concoct a false defence. This is clearly revealed in accused's statement.

He said "When Okára sent cancellation inquiry to me, I was on platform end from which gari was coming, shouted out Jamadar stop gari and bring sweeper with both Line Clears, etc., etc." Now the fact is, that when this inquiry came, the accused could be nowhere save at the telegraph instrument because he is his own signaller.

There is the strongest probability that he did not realize the critical position as to time, and that he replied to Okára before even he moved from the instrument thinking there was plenty of time to make everything right afterwards. As the Line Clear was not got back, there is very strong reason for believing that neither were the signals set to bar the train from Lahore passing. If, however, this were a doubtful conclusion we should still hold that the Assistant Station Master's disregard of rule in letting the Line Clears out of his power, and acting as if he had them in it, was the origin and main cause of the disaster, and we are unable to accept the admission of the prosecution that the accused might be acquitted if the Sessions Judge's opinion as to the state of the signals were accepted. If the officials did disregard danger signals, they were emboldened to do so by the Line Clears at the same moment handed to them. If it be a fact that these officials did disregard the danger signals and if their conduct led to a disaster, which otherwise would not have occurred, they ought to be convicted and punished as the Sessions Judge proposes, but their misconduct (if any) is in our opinion no reason for condoning that of the accused which is established.

We must add with regard to the evidence of those European witnesses that all the arguments adduced to prove it untrustworthy were entirely inconclusive.

There remains the question of overwork, with regard to which the Lower Courts have concurred. After careful examination of the matter we are satisfied that their findings on this point are incorrect, and opposed to the evidence. The Assistant Station Master does duty from 6 P.M. to 6 A.M. when he is relieved by the Station Master. Within that time he had to pass, on the night in question which is the important thing, some ten trains. On other nights and at other seasons, there might be a few more. All the evidence and the accused's own letters which we have admitted on the record go to show that there is very little goods or passenger traffic at Satghara, and that this passing of trains is the chief work. We find intervals of two hours at a time in which no train passes, and there is at no time such quick succession as to cause any one attending to business to get confused or to lose his head. The work of giving tickets at such a place at night where ordinarily only two trains stop at night, cannot be a serious matter. The accused may have done some work during the day at accounts or the like to oblige the Station Master, but it is shown that this work was purely voluntary. The Magistrate and Sessions Judge appear to have been misled by a letter addressed to the Deputy Traffic Superintendent by the Station Master on the 29th October, complaining of overwork and asking for a signaller. It is clear that this pressure was only during the day, and owing to the passing of material trains for ballasting the line and that the accused's work was practically unaffected by it. It is clear that if the signaller had been appointed by the date of the accident he would not have relieved the accused of any work. There is nothing to show that prior to the passing of the train the accused was in any confusion or perplexity. There is nothing to show rush or hurry. The tone of the evidence of various witnesses displays rather a slow humdrum state of existence. The passing of the train was enough to appal any one responsible for the awful business, but the accused was as nearly equal to the emergency as any one could be expected to be.

The menial staff was very shortly after ready to make statements, which we find to be lying statements, at least as regards the delivery of the Line Clear and an opening for another defence was made by the despatch of a telegram to Okára, dated 1-10 A.M., which if correctly timed might have prevented the Okára train starting, but which was doubtless mistimed, for it only reached Okára at 1-30. This shewed no want of selfpossession. We are therefore entirely satisfied that this plea in mitigation fails.

It must be disappointing to the accused after standing a trial and undergoing a sentence to be again called in question regarding the same offence, and this is a matter of which we are justified in taking into consideration in awarding an enhanced sentence, and we accordingly do so. We think in the present case it is no sufficient reason, as the accused's counsel urged, for allowing the case to drop. Even the accused himself is responsible for keeping the litigation alive by filing his own application for revision. The offence was one for which a very servere sentence is called for, both as punishment to the offender himself and for warning to others. Our order is that the sentence already passed be enhanced by one year's further rigorous imprisonment, and we direct that the accused be taken into custody, that he may undergo the sentence



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 41.} SIMLA, SATURDAY, OCTOBER 8, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

MILITARY SECRETARY'S OFFICE.

NOTIFICATION.

Simla, the 3rd October, 1892.

HIS EXCELLENCY THE VICEROY will leave Simla on Thursday, the 27th October 1892.

His Excellency will visit *en route* Hyderabad, Bangalore, Mysore, and Madras, and proceed from thence to Calcutta by sea, arriving at Calcutta about 2nd December 1892.

By Command,

WILLIAM BERESFORD, *Colonel,*

Military Secretary to the Viceroy.

HOME DEPARTMENT.

NOTIFICATION.

PUBLIC.

Simla, the 4th October, 1892.

No. 1981.—His Excellency the Governor General is pleased to confer the privilege of private *entrée* to Government House upon the Resident in Nepal.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATION.

SURVEYS.

Simla, the 7th October, 1892.

No. 2280—126.—Lieutenant C. W. H. Symonds, 31st Bengal Infantry, is appointed to the Survey of India Department as an Assistant Superintendent, 2nd Grade, on probation, with effect from the 28th September 1892.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 3rd October, 1892.

No. 3757-*I*.—In exercise of the powers conferred by sections 4 and 5 of Act XXI of 1879 (the Foreign Jurisdiction and Extradition Act, 1879), and of all other powers enabling him in this behalf, the Governor-General in Council is pleased to direct that nothing contained in paragraph 6 of the Notification of the Government of India in the Foreign Department, No. 5023-I., dated the 24th December, 1891, shall be deemed to apply to the lands occupied by the Godra-Rutlam Railway situate within the Central India Agency.

No. 3764-*I*.—In exercise of the powers conferred by section 6 of the Indian Christian Marriage Act, XV of 1872, as substituted by section 1 of Act II of 1891, the Governor-General in Council is pleased to grant a license to the Reverend R. W. Sinclair, Missionary of the Irish Presbyterian Church at Gogha, to solemnize marriages within the limits of the Bhavnagar State in Kathiawar.

H. M. DURAND,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Simla, the 7th October, 1892.

No. 4119-*P*.—Mr. J. F. Finlay, Secretary to the Government of India in the Finance and Commerce Department, is granted privilege leave for two months and thirteen days, with effect from the 7th November 1892, or such subsequent date as he may avail himself of the leave.

Mr. S. Jacob is appointed to officiate as Secretary to the Government of India in the Finance and Commerce Department during the absence on privilege leave of Mr. J. F. Finlay, or until further orders.

E. N. BAKER,

Deputy Secretary to the Government of India.

STATISTICS AND COMMERCE.

COMMERCE AND TRADE.

Merchant Shipping.

No. 4016-*S.R.*

The 4th October, 1892.

Read—

Order of Her Majesty in Council, dated the 18th August 1892, extending the provisions of the Foreign Deserters Act, 1852, to crews of ships belonging to citizens of the United States of America:

AT THE COURT AT OSBORNE HOUSE, ISLE OF WIGHT,

The 18th day of August, 1892.

PRESENT:

The Queen's Most Excellent Majesty in Council.

WHEREAS by "The Foreign Deserters Act, 1852," it is provided that whenever it is made to appear to Her Majesty that due facilities are or will be given for recovering and apprehending seamen who desert from British merchant ships in the territories of any foreign power, Her Majesty may, by Order in Council, stating that such facilities are or will be given, declare that seamen, not being slaves, who desert from merchant ships belonging to a subject of such power

when within Her Majesty's dominions, shall be liable to be apprehended and carried on board their respective ships, and may limit the operation of such Order, and may render the operation thereof subject to such conditions and qualifications, if any, as may be deemed expedient:

And whereas it hath been made to appear to Her Majesty that due facilities for recovering and apprehending seamen (not being citizens of the United States) who desert from British merchant ships in the territories belonging to the said United States will be given under a treaty between Her Majesty and the President of the United States signed at Washington on the third day of June, one thousand eight hundred and ninety-two, the ratifications of which were exchanged on the first day of August, one thousand eight hundred and ninety-two:

Now, therefore, Her Majesty, by virtue of the power vested in Her by the said "Foreign Deserters Act, 1852," and by and with the advice of Her Privy Council, is pleased to order and declare, and it is hereby ordered and declared, that from and after the publication hereof in the *London Gazette*, seamen, not being slaves, and not being British subjects, who within Her Majesty's dominions desert from merchant ships belonging to citizens of the United States, shall be liable to be apprehended and carried on board their respective ships: Provided always that if any such deserter has committed any crime in Her Majesty's dominions, he may be detained till he has been tried by a competent Court, and until his sentence, if any, has been carried into effect:

And the Secretary of State for the Home Department, the Secretary of State for the Colonies, and the Secretary of State for India in Council are to give the necessary directions herein accordingly.

C. L. Peel.

Ordered, that the Order in Council be published in the *Gazette of India.*

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 7th October, 1892.

APPOINTMENTS.

ARMY STAFF.

No. 957.—With reference to clause 122, India Army Circulars, 1892, the following appointments have been made by His Excellency the Commander-in-Chief in India in the Intelligence Branch of the Quartermaster-General's Department:

Captain F. C. Colomb, 42nd Gurkha Rifles, to continue as paid Attaché, but his tenure of appointment to reckon from the 4th November 1891.

Lieutenant P. Holland, 5th Punjab Infantry, to continue as paid Attaché, but his tenure of appointment to reckon from the 29th April 1890.

Lieutenant W. R. Robertson, 3rd Dragoon Guards, to be paid Attaché, with effect from the 5th June 1892.

Lieutenant E. Peach, 3rd Madras Light Infantry, to be paid Attaché, with effect from the 20th August 1892.

NATIVE ARMY.

No. 958.—*19th Bengal Lancers*—

Jemadar Harditt Singh, appointed on probation in G. G. O. No. 719 of 1890, is confirmed in that rank, with effect from the 26th August 1890.

FURLOUGH AND LEAVE.

No. 959.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps; the specified period to count from the date of being struck off duty:

Lieutenant W. L. Maxwell, Indian Staff Corps, Squadron Officer and Adjutant, 7th Bengal Cavalry, for one year. Pension service—10th year commenced 25th August 1892.

Lieutenant M. E. Willoughby, Indian Staff Corps, Squadron Officer and Adjutant, 2nd Bengal Lancers, for one year. Pension service—9th year commenced 6th February 1892.

Lieutenant H. McConaghey, Indian Staff Corps, 7th Bengal Cavalry, for one year. Pension service—6th year commenced 14th September 1892.

No. 960.—The undermentioned warrant officer is granted leave to proceed out of India on medical certificate under article 920-F, Army Regulations, India, vol. I, part I; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:

Sub-Conductor J. W. Turner, Ordnance Department, Assistant Overseer, Small Arms Ammunition Factory, Dum Dum, for one year.

No. 961.—Lieutenant C. R. Johnson, Royal Warwickshire Regiment, probationer, Indian Staff Corps, 1st Battalion, 5th Gurkha Rifles, is permitted to proceed to England, (m.c.)

under paragraph 98, Army Regulations, India, vol. II. Pension service—3rd year commenced 9th November 1891.

No. 962.—Lieutenant T. B. Wood, Royal Artillery, Subaltern, No. 7 (Bengal) Mountain Battery, is granted an extension of furlough without pay for the 23rd and 24th January 1892.

No. 963.—Mr. F. Barrett, Assistant Military Accountant, 2nd class, is granted furlough out of India for one year, under article 371, Civil Service Regulations.

No. 964.—Lieutenant G. R. Lamb, Royal Artillery, Subaltern, No. 3 (Peshawar) Mountain Battery, is granted leave in India, (p. a.) for the 18th and 19th August 1892, under rule XXV of the regulations of 1868.

LONDON GAZETTE.

No. 965.—The following extracts are published for general information :

"*London Gazette," dated the 14th June, 1892, page 3458.*

WAR OFFICE;

Pall Mall, 14th June, 1892.

MEMORANDA.

* * * * * * * * *

INDIAN ARMY.

The undermentioned officers are transferred to the unemployed supernumerary list:

Major-General Malcolm George Clerk, Bengal Infantry. Dated 28th May 1892.

Colonel Arthur William Macnaghten, Bombay Cavalry. Dated 29th May 1892.

Colonel Frederick Dormer Plowden, Madras Infantry, to be Major-General. Dated 28th May 1892.

Colonel Frederick Augustus Buckley, Bengal Infantry, to be Major-General on the unemployed supernumerary list. Dated 28th May 1892.

PENSIONS.

No. 966.—Sub-Conductor Thomas Hammond, Ordnance Department, Bengal, is transferred to the pension establishment.

PROMOTIONS.

No. 967.—The following promotions are made, subject to Her Majesty's approval :

INDIAN STAFF CORPS.

Majors to be Lieutenant-Colonels.

2nd October 1892.

Alexander Thomas Seton Abercromby Rind, C.M.G.

O'Moore Creagh, V.C.

Herbert Anthony Sawyer.

COMMISSARIAT-TRANSPORT DEPARTMENT.

Madras.

No. 968.—Sub-Conductor William Gillespie to be Conductor and Sergeant James Thomas Radford to be Sub-Conductor, with effect from the 1st July 1892, to fill existing vacancies caused by the transfer to the pension establishment of Honorary Captain and Deputy Commissary C. Stone.

PUBLIC WORKS DEPARTMENT.

No. 969.—Conductor Thomas Chapman, Sub-Engineer, 2nd grade, North-Western Provinces and Oudh, to be Deputy Assistant Commissary, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval;

Sub-Conductor Edwin Lean, Sub-Engineer, 3rd grade, sub. *pro tem.*, North-Western Railway, to be Conductor;

Sergeant William Blaine, Overseer, 1st grade, Military Works Department, to be Sub-Conductor,—

with effect from the 9th July 1892, *vice* Honorary Lieutenant and Deputy Assistant Commissary George Taylor, deceased.

No. 970.—Sub-Conductor William Singleton, Supervisor, 1st grade, Military Works Department, to be Conductor, and Sergeant Charles Benford, Overseer, 1st grade, Military Works Department, to be Sub-Conductor, with effect from the 15th July 1892, *vice* Conductor John Owens, transferred to the pension establishment. (This cancels G. G. O. No. 762 of 1892.)

SUBORDINATE MEDICAL DEPARTMENT.

No. 971.—First grade Assistant Apothecary George Kirby to be second grade Apothecary;

Sub-Assistant Apothecary Herbert William Valentine Cox to be second grade Assistant Apothecary,—

with effect from the 17th July 1892, *vice* second grade Apothecary I. Walker, transferred to the pension establishment.

No. 972.—Sub-Assistant Apothecary Herbert James Galloway to be second grade Assistant Apothecary, with effect from 20th July 1892, *vice* first grade Assistant Apothecary L. A. H. Clerke, seconded.

No. 973.—First grade Apothecary Alfred Birthright Eates to be second grade Senior Apothecary, and to rank as Honorary Lieutenant, subject to Her Majesty's approval;

First grade Assistant Apothecary George Hynes to be second grade Apothecary;

Sub-Assistant Apothecary George David Coleman to be second grade Assistant Apothecary,—

with effect from the 25th July 1892, *vice* second grade Senior Apothecary W. I. Knight, transferred to the pension establishment.

PUNJAB FRONTIER FORCE.

No. 974.—*3rd Sikh Infantry*—

Color-Havildar Harnam Singh to be Jemadar, *vice* Ratan Singh, transferred to the pension establishment, with effect from the 1st September 1892.

RETIREMENTS.

No. 975.—Captain James Neal, Deputy Commissary, Ordnance Department, is permitted to retire from the service, with effect from the 25th August 1892.

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 5th October, 1892.

No. 348.—The Governor General in Council is pleased to order the following promotions and reversions to and in the classes of Chief and Superintending Engineers, with effect from the dates specified :

Names.	From	To	Nature of promotion.	With effect from
Wright, W. C.	Superintending Engineer, 2nd Class.	Superintending Engineer, 1st Class.	Temporary Supernumerary.	8th July 1892.
McArthur, Lieutenant-Colonel A. D., R.E.	Superintending Engineer, 2nd Class.	Superintending Engineer, 1st Class.	Temporary	8th July 1892.
Jacob, Lieutenant-Colonel S. L., R.E.	Superintending Engineer, 2nd Class, sub. *pro tem.*	Superintending Engineer, 2nd Class.	Permanent	8th July 1892.
Oates, E. W.	Superintending Engineer, 2nd Class, *temporary rank.*	Superintending Engineer, 2nd Class.	Sub. *pro tem.*	8th July 1892.
Bull, C. A.	Superintending Engineer, 3rd Class.	Superintending Engineer, 2nd Class.	Temporary	8th July 1892.
Cordner, R. A.	Superintending Engineer, 3rd Class, sub. *pro tem.*	Superintending Engineer, 3rd Class.	Officiating	1st August 1892.
Firebrace, Lieutenaht-Colonel F., R.E.	Chief Engineer, 1st Class, *temporary rank.*	Chief Engineer, 1st Class	Permanent	8th August 1892.
Wickes, T. H.	Chief Engineer, 2nd Class	Chief Engineer, 1st Class	Temporary	8th August 1892.
Walker, F. B.	Chief Engineer, 2nd Class, *temporary rank.*	Chief Engineer, 2nd Class	Permanent	8th August 1892.
Marshall, Lieutenant-Colonel G. F. L., R.E.	Chief Engineer, 3rd Class	Chief Engineer, 2nd Class	Temporary	8th August 1892.
Rigg, H.	Chief Engineer, 3rd Class, *temporary rank.*	Chief Engineer, 3rd Class	Permanent	8th August 1892.
Ramsay, J.	Superintending Engineer, 1st Class.	Chief Engineer, 3rd Class	Temporary	8th August 1892.
Beresford, J. S.	Superintending Engineer, 1st Class, sub. *pro tem.*	Superintending Engineer, 1st Class.	Permanent	8th August 1892.
Oliver, E. E.	Superintending Engineer, 2nd Class, sub. *pro tem.*	Superintending Engineer, 2nd Class.	Permanent	8th August 1892.
Craig, J.	Superintending Engineer, 2nd Class.	Superintending Engineer, 1st Class.	Temporary	18th August 1892.
Little, Lieutenant-Colonel J. A., I.S.C.	Superintending Engineer, 3rd Class.	Superintending Engineer, 2nd Class.	Temporary	18th August 1892.
Spring, F. J. E.	Executive Engineer, 1st Grade.	Superintending Engineer, 3rd Class.	Temporary	18th August 1892.
Wickes, T. H.	Chief Engineer, 1st Class, *temporary rank.*	Chief Engineer, 2nd Class	...	23rd September 1892
Marshall, Lieutenant-Colonel G. F. L., R.E.	Chief Engineer, 2nd Class *temporary rank.*	Chief Engineer, 3rd Class	...	23rd September 1892.
Ramsay, J.	Chief Engineer, 3rd Class, *temporary rank.*	Superintending Engineer, 1st Class.	...	23rd September 1892.
Craig, J.	Superintending Engineer, 1st Class, *temporary rank.*	Superintending Engineer, 2nd Class.	...	23rd September 1892.
Little, Lieutenant-Colonel J. A., I.S.C.	Superintending Engineer, 2nd Class, *temporary rank.*	Superintending Engineer, 3rd Class.		23rd September 1892.

No. 349.—Mr. H. Kench, Executive Engineer, 3rd Grade, Burma, is permanently transferred to Assam

The 6th October, 1892

No. 350.—Mr. G. F. Mathew, C.I.E., Class I, Grade 2, of the Superior Revenue Establishment of State Railways, Officiating Manager, Burma State Railway, is confirmed in that appointment, with effect from the 23rd May 1892, and promoted to Class I, Grade 1, with effect from the 1st October 1892.

The 7th October, 1892.

No. 351.—The services of Mr. W. B. Bestic, Executive Engineer, 3rd Grade, Bengal, are placed at the disposal of the Foreign Department.

No. 352.—Mr. J. M. Gregory, Assistant Traffic Superintendent, on probation in Class III, Grade 2, of the Superior Revenue Establishment of State Railways, is permitted, at his own request, to resign the service of Government.

No. 353.—The services of Mr. P. T. S. Large, Executive Engineer, 1st Grade, State Railways, are, on his return from leave, placed at the disposal of the Foreign Department for employment by the Gwalior Durbar.

F. L. O'CALLAGHAN,

Secretary to the Government of India.



SUPPLEMENT TO

The Gazette of India.

No. 41.] SIMLA, SATURDAY, OCTOBER 8, 1892.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, October 1st, 1892.

A great change has occurred in the weather over India during the week under review. On Sunday, the 25th September, rain was falling over by far the greater part of the country, only a small portion of North-West India and of the Gangetic plain being without rain. On the following day, Monday, the 26th, the rain had ceased, and the weather cleared over the Punjab, Rajputana, Sind, and Guzerat, while the rainfall had become more scattered over a large part of the country. From this day onward the rainfall area steadily contracted, and the fine weather area steadily expanded until by the close of the week rain was confined to Burma, Bengal Proper, and the coasts of the Peninsula. At the same time the wind shifted to the westward down the Gangetic plain and in West Bengal and became variable elsewhere, so that it was only in North-East India that the influence of the monsoon current was still felt. In the earlier part of the week the temperature changes were irregular; but as the sky cleared a fall set in, and at the close of the week the mean temperature was about 2° lower than usual in all provinces.

The chart of the 25th showed a low pressure area over the Gangetic plain, and a second over the Western desert, while readings were highest in the extreme south. The winds varied a good deal in direction, but were on the whole light in force. Rain had fallen very generally. The Indus Valley, Western Rajputana, Sind, Guzerat, and part of the Gangetic plain were without rain, but elsewhere the fall was general, and in places heavy. On the morning of the 26th the distribution of pressure was the same as that on the preceding day, readings being low over the Western desert and over the Gangetic plain and high in the extreme south. Gradients were very slight, and the most important feature in the weather was the appearance of a fresh westerly current down the Gangetic plain and the improvement of the weather in North-West India

which had accompanied the appearance of this wind. There was no rain in North-West India, but elsewhere the fall was still general, and in parts of Burma and Assam heavy. On the 27th there was still no important change in the distribution of pressure, but the westerly wind over North-Western India had become stronger and more general, and the area of fine weather had correspondingly increased. There had been no rain over the Punjab, Rajputana, Sind, Guzerat, the north of Bombay, most of the Central Stations, or in the North-West Provinces as far east as Allahabad. Elsewhere rain had been fairly general—more particularly in Burma and Bengal. The chart of the 28th showed that the barometer was rising everywhere, but still there was no important change in the distribution. The winds were north-westerly and westerly over the greater part of the country, but were southerly and south-easterly in Burma and Bengal. A further extension of fine weather had occurred, and rain was confined to Burma, Bengal, and the southern half of the Peninsula, except for a few scattered showers in the central parts of the country. On the 29th the barometer was still rising steadily, except in Bengal, where there had been some fall. The low pressure area which had been formerly over the Gangetic plain had moved eastward to Bengal, but otherwise there had been little change. The wind remained north-westerly and westerly over the greater part of the country, except North-East India, where the southerly and south-easterly winds of the monsoon continued to blow. The showers in the central parts of the country had ceased, and the only rainfall was in the north-east of India and the south of the Peninsula. On the 30th the barometric rise had ceased and been succeeded by a fall which was greatest in Bengal. In consequence gradients had increased over the Bay, but elsewhere the distribution was little changed. Rain continued general in Burma and Bengal, but in the Peninsula only scattered showers had fallen, and elsewhere there was no rain. The amounts were considerable at Poona, Akyab, and Burdwan. By the morning of the 1st the barometer was rising again, except in Bengal, and gradients remained rather steep over the Bay. Showers continued to fall over North-East India and the Peninsula. The amounts were generally small, except at Poona, Akyab, and in Assam.

Temperature has been low throughout the week over the greater part of the country. The following table shows the variations of the mean temperature from the normal on each day of the week for the principal provinces of India:

Province.	September.						October.	Mean variation of week.
	25th.	26th.	27th.	28th.	29th.	30th.	1st.	
	°	°	°	°	°	°	°	°
Burma	—0·7	—1·6	—0·9	—1·7	—2·0	—2·2	—2·0	—1·6
Bengal and Assam	—0·4	—0·8	—0·7	0	—0·4	—1·4	—2·0	—0·8
North-West Provinces and Oudh.	—0·9	—1·8	—2·1	—1·2	—1·2	—2·2	—2·1	—1·6
Punjab	—4·1	—4·2	—2·3	—2·1	—1·7	—2·5	—2·6	—2·8
Bombay	—0·2	—0·1	—0·7	—0·3	—0·9	—0·9	—1·8	—0·7
Central Provinces and Berar	+1·3	+0·2	—2·3	—0·5	—0·6	—1·1	—1·5	—0·6
Central India and Guzerat	—0·4	—1·1	—1·5	—1·2	—1·9	—1·8	—2·8	—1·5
Sind and Rajputana	—1·3	—0·4	+1·4	+1·7	+0·2	—0·4	—2·0	—0·1
Madras	—1·5	—2·6	—1·4	—1·0	—1·7	—1·7	—1·7	—1·7
Mean for whole India	—0·9	—1·4	—1·2	—0·7	—1·1	—1·6	—2·1	—1·3

On each day of the week the mean temperature of the whole of India was below the normal, the deficiency ranging from 0·7° on the 28th to 2·1° on October 1st; while the mean diurnal deficiency for the week for India was 1·3°. The provincial variations show that in Bengal, Bombay, the Central Provinces, Sind,

and Rajputana the mean temperature was about normal (less than—1·0°), but in the other provinces there was a deficiency, which was as much as 2·8° in the Punjab.

Rain.—It was noticed in the earlier part of the summary that on the first day of the week rainfall was very widely distributed throughout the country. Owing to this general fall, every division in India, except Sind, received some rain during the week. After the first day the rainfall area steadily decreased, and it was only in North-East India and in parts of the Peninsula that the fall continued till the close of the period under review. In consequence it is only in these two regions that the rainfall has been at all heavy. As mentioned above, Sind received no rain, and in the following divisions the total average fall of the week was less than half an inch:—North-West Provinces (East, Central, and Submontane), Oudh (South and North), the Punjab (South, Central, North-West, and West), Khandeish, Guzerat, Kathiawar, Rajputana (West), and Madras (South). On the other hand, heavy average falls were received in Assam (Surma), (16·58 inches), in Arakan (10·44 inches), and in Tenasserim (6·81 inches). On the whole the actual and normal distribution of rainfall agreed fairly closely, but the heavy rainfall characteristic of North-East India was somewhat heavier than usual, while the light rainfall of North-West India was somewhat lighter than usual. Hence, though the contrast between North-East and North-West India was greater than the average, still the relative distribution was such as is normally the case.

The third column of the table shows that out of the fifty rainfall divisions, twenty-five received more and twenty-three less rain than is normally the case, while two divisions showed no variation. The region of excessive rain included all the Burma divisions, the Assam divisions, Eastern, Deltaic, Central, and North Bengal, Chota Nagpur, the North-West Provinces (West), the Punjab (Submontane and Hills), Malabar, the Deccan, the Central Provinces (West), Rajputana, Central India (West), and all the Madras divisions, except the South and South Central. In other parts of India there was a deficiency. The greatest actual excess was 11·94 inches in Assam (Surma); the greatest actual deficiency was 1·72 inch in Behar (North).

The three concluding columns of the table show the actual and the normal rainfall for the period from May 29th to October 1st, 1892, and the difference of the former compared with the latter expressed as a percentage. The most marked feature presented by these columns is the general slight deficiency of rain over North-East India and the excess elsewhere. Assuming that a departure of less than 20 per cent. from the normal implies that the rainfall of the division has been about equal to the normal requirements, the last column shows that only in East and Deltaic Bengal and Madras (South) has the rainfall of the period been seriously deficient, though over Burma and Bengal generally the rainfall has been slightly lower than usual, and compared with other parts of the country has been largely deficient.

The following are the largest total amounts recorded in the different divisions during the week:

Division.	District.	Station.	Amount.
Burma	Shwegyin	Sudder	11·04 inches.
Arakan	Akyab	Ditto	15·37 "
Assam	Khasia Hills	Cherra	38·38 "
Bengal	Chittagong	Sudder	11·19 "
	Jalpaiguri	Bhagatpur	12·85 "
North-West Provinces	Sultanpur	Amethi	2·74 "
Punjab	Gurgaon	Ferozepore	2·20 "
Malabar	South Kanara	Coondapur	5·81 "
Konkan	Ratnagiri	Malwan	14·98 "
Deccan	Kolhapur	Bawda	10·20 "
Central Provinces	Nagpur	Ramtek	3·15 "
Madras	North Arcot	Wandiwash	10·15 "
	South Arcot	Tindivanam	10·08 "

PROVINCE.	DIVISION.	Rainfall data for week ending October 1st.			Rainfall data from May 29th to October 1st, 1892.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall since May 29th to October 1st.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	6·81	2·40	+ 4·41	167·54	151·64	+ 10
	Lower Burma	3·44	2·65	+ 0·79	73·32	78·76	— 7
	Central Burma	3·49	2·00	+ 1·49	57·26	58·58	— 2
	Upper Burma	0·66	?	?	24·37	?	?
	Arakan	10·44	3·66	+ 6·78	135·99	159·32	— 14
Bengal and Assam	Eastern Bengal	4·99	2·83	+ 2·16	51·17	70·16	— 27
	Assam (Surma)	16·58	4·64	+ 11·94	138·48	128·46	+ 8
	Do. (Brahmaputra)	3·39	2·55	+ 0·84	57·73	57·10	+ 1
	Deltaic Bengal	2·12	1·72	+ 0·40	34·68	44·93	— 23
	Central Bengal	2·62	2·30	+ 0·32	37·16	45·71	— 19
	North Bengal	5·37	3·97	+ 1·40	91·47	85·41	+ 7
	Orissa	1·76	1·80	— 0·04	39·42	43·24	— 9
	Chota Nagpur	2·81	1·66	+ 1·15	41·12	44·03	— 7
	Behar (South)	0·67	1·57	— 1·10	33·99	36·68	— 7
	Do. (North)	1·05	2·77	— 1·72	45·85	42·79	+ 7
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·49	1·23	— 0·74	37·76	33·96	+ 11
	Oudh (South)	0·28	0·99	— 0·71	36·52	32·18	+ 13
	Do. (North)	0·15	1·00	— 0·85	38·69	34·86	+ 11
	North-Western Provinces (Central).	0·35	0·62	— 0·27	33·38	30·21	+ 10
	North-Western Provinces (West).	0·67	0·45	+ 0·22	29·30	25·06	+ 17
	North-Western Provinces (Submontane).	0·34	0·91	— 0·57	39·50	37·81	+ 4
Punjab	Punjab (South)	0·15	0·26	— 0·11	17·88	11·31	+ 58
	Do. (Central)	0·37	0·39	— 0·02	23·21	18·72	+ 24
	Do. (Submontane)	0·51	0·42	+ 0·09	34·52	22·77	+ 52
	Do. (Hill Districts)	0·75	0·55	+ 0·20	63·28	55·88	+ 13
	Do. (North-West)	0·22	0·24	— 0·02	20·67	14·29	+ 45
	Do. (West)	0·10	0·10	0	12·63	5·57	+ 127
Bombay and Malabar Coast Districts (Madras).	Malabar	2·42	2·39	+ 0·03	99·84	96·41	+ 4
	Madras (South Central)	0·92	1·27	— 0·35	19·51	22·02	— 11
	Coorg	1·28	2·51	— 0·23	95·10	87·94	+ 8
	Mysore	0·87	1·21	— 0·34	22·85	23·01	— 1
	Konkan	1·98	2·86	— 0·88	127·02	112·41	+ 13
	Bombay Deccan	1·93	1·62	+ 0·31	37·77	22·92	+ 65
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·26	1·71	— 1·45	29·54	21·22	+ 31
Central Provinces and Berar.	Berar	0·56	1·51	— 0·95	46·54	31·96	+ 46
	Central Provinces (West)	1·13	1·11	+ 0·02	43·47	38·32	+ 13
	Ditto (Central)	0·60	1·02	— 0·42	48·52	47·65	+ 2
	Ditto (East)	1·10	1·17	— 0·07	55·71	44·14	+ 26
Bombay (North)	Guzerat	0·25	1·07	— 0·82	47·62	42·16	+ 13
	Kathiawar	0·05	0·35	— 0·30	18·28	19·41	— 6
	Sind	0	0	0	8·65	4·32	+ 100
Rajputana and Central India.	Central India (East)	0·55	0·62	— 0·07	39·99	34·50	+ 16
	Rajputana (East), Central India (West).	0·55	0·16	+ 0·39	35·21	25·25	+ 39
	Rajputana (West)	0·12	0·10	+ 0·02	16·23	12·87	+ 26
Madras	East Coast (North)	1·43	1·16	+ 0·27	32·46	24·90	+ 31
	Ditto (ditto) (*a*)	1·40	1·20	+ 0·20	47·46	47·35	0
	Hyderabad (South)	2·43	0·90	+ 1·53	34·97	20·30	+ 72
	Madras (Central)	1·52	1·23	+ 0·29	23·19	16·12	+ 44
	East Coast (Central)	1·74	0·98	+ 0·76	25·66	15·77	+ 63
	Ditto (South)	3·35	1·31	+ 2·04	20·83	15·32	+ 36
	Madras (South)	0·24	0·55	— 0·31	5·34	6·68	— 20

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

SIMLA, *6th October, 1892.*

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 1st October.*—Rainfall heavy in the Circars and Karnatic; seasonable amount elsewhere, except in parts of the Central and Southern districts. September rainfall has been above average in the Circars and Karnatic, but deficient in the Central and Southern districts. Rainfall from June to September greatly above average, except in the Central and Southern districts, but deficiency nowhere serious, though rain is now wanted in parts of latter sections. Agricultural operations proceeding actively. Standing crops thriving, though sunshine needed in Deccan. Harvest of early crops progressing; outturn average, except in the Southern districts, where it is poor. Water and pasture abundant and cattle in good condition. Prices generally cheaper, except in the Deccan, Kistna, Godavari, and Coimbatore districts. General prospects favourable.

Bombay.—*For week ending 5th October.*—Rain throughout the Presidency Proper, except in Kathiawar and parts of Guzerat; generally moderate or slight. Standing crops improving in parts of Guzerat and Deccan owing to break in the weather. Crops damaged by locusts in parts of Sind. Prospects generally favourable. Harvesting of early and sowing of late crops progressing in several districts. Agricultural stock good and fodder sufficient.

Bengal.—*For week ending 1st October.*—General rain over almost the whole of the Province, and the falls in some of the districts were exceptionally heavy. The rain has been of great benefit to the winter-rice crop, which is generally doing well. More rain is required in some parts of Behar. In Burdwan and Bankura the condition of the rice crops is now somewhat better, but in Midnapur and Hooghly, where heavy rain still holds off, not much improvement has occurred. Harvesting of autumn crops nearly over, and cultivation and sowing of cold weather crops in fair progress. Prices remain almost stationary, with a tendency to fall in some districts. Cattle are in good condition, and plenty of fodder and water is available for them at present.

North-Western Provinces and Oudh.—*For week ending 5th October.*—Rainfall over an inch in one district, and light showers in some of the Eastern and Central districts and in Saharanpur. More rain is needed in two districts for cultivation for the spring harvest. On high lands harvesting of the autumn crop continues, and operations for the spring crops are in active progress. Sowings have begun in some districts. Crop prospects good everywhere. Slight injury to rice by insects reported from two districts. Prices generally steady and show a falling tendency.

Punjab.—*For week ending 5th October.*—Rain has fallen in all but four districts. Harvesting of inferior autumn crops commenced. Sugarcane and cotton weeding going on. Ploughing and sowings of spring crops are in progress. Prospects of standing crops good, but more rain is required in two districts. Maize crop blighted in parts of one district. Flight of locusts passed through one tehsil of Dera Ismail Khan without doing damage. Condition of cattle is generally good. Pasturage and fodder are sufficient throughout the Province. Prices unsettled in one district, falling in another, and stationary elsewhere.

Central Provinces.—*For week ending 5th October.*—Weather has continued to be clear throughout the week, and has enabled the cultivators to push

on with the weeding of fields and preparing land for sowings of winter crops. In the Northern and Eastern districts sowings of winter crops have commenced. Rice is being reaped in Chanda, and a 10-anna outturn is anticipated.

Burma.—*For week ending 1st October.*—LOWER BURMA: Transplanting nearly finished. Standing crops in good condition everywhere, except in Thayetmyo, where they are suffering from want of rain. In Toungoo crops on about 100 acres have been destroyed by floods, and in Tavoy slight damage has been caused by insects. UPPER BURMA: Transplanting of wet-weather paddy completed in two districts and in progress elsewhere. Early wet-weather paddy being reaped in five districts. Standing crops are generally in good condition, but more rain is still wanted for the crops in several places. Peas and beans destroyed by fly blight in Lower Chindwin. The price of paddy has risen in two districts and decreased in four others.

Assam.—*For week ending 4th October.*—Weather seasonable. Prospects of crops good. Ploughing for mustard begun. Condition of cattle normal. Fodder sufficient.

Mysore and Coorg.—*For week ending 5th October.*—MYSORE: Crops good, except in parts of two districts, where more rain is needed for dry crops. Prospects generally favourable. No material change in prices.

COORG: Rainfall fair. Standing crops in good condition. Reaping of *Eleusine coracana* and picking of cardamom in progress. Slight fall in price of food-grains. Fodder and water for cattle sufficient.

Berar and Hyderabad.—*For week ending 5th October.*—BERAR: Weather temperate. Weeding continues in three districts. Land under preparation for ensuing winter crops. Standing autumn crops damaged by excessive September rain. Fodder sufficient. Cattle healthy. Prices almost steady.

HYDERABAD: Rain over 3 inches during the week. Harvesting of autumn crops begun. Irrigated crops thriving. Prices stationary.

Central India.—*For week ending 5th October.*—Slight rain in Bhopawar and Bundelkhand. The rainfall during the season has been sufficient everywhere. Condition of crops and cattle generally good. Sowings for the spring crops begun in parts. Prices of food-grains generally steady.

Rajputana.—*For week ending 5th October.*—Rainfall generally light and moderate. Autumn crops partially damaged in three States and in Ajmere-Merwara; agricultural prospects otherwise generally satisfactory. Reaping of autumn crops commenced in Sirohi and Merwara, and ploughing and sowing for the spring harvest in progress. Cattle in good condition. Pasturage plentiful throughout. Prices steady in nine States and fluctuating in others. FAMINE RELIEF: In Merwara 331 labourers on works and 623 persons receiving gratuitous relief. Relief works finally closed on 27th September in Ajmere district.

Nepal.—*For week ending 29th September.*—Weather bright and warm. Prospects of crops good.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Circular No. $\frac{36}{126}$.

Extract from the Proceedings of the Government of India, in the Revenue and Agricultural Department (Agriculture),—dated Simla, the 3rd October, 1892.

Read—

Circular Resolution of the Government of India, No. 20-F., dated 21st August 1891, communicating remarks on the Report of the Forest School, Debra Dun, for 1890-91.

Read also—

Report of the Board of Control for the Forest School, Dehra Dun, assembled in March 1892.

Letter of the Inspector-General of Forests, No. 292, dated 30th April 1892, submitting the above report.

Report of the Forest School for 1891-92.

Letter of the Inspector-General of Forests, No. 669, dated the 10th August 1892, submitting the above report.

RESOLUTION.

The Administration Report of the Imperial Forest School for 1891-92 records the following among other changes in the permanent School and Teaching Staff:—Mr. A. Smythies, B.A., Indian Forest Service, has become Deputy Director, *vice* Mr. E. E. Fernandez, appointed Conservator of Forests, Baroda State. Mr. A. F. Gradon, Indian Forest Service, has assumed the new post of Second Instructor, which was created during the year. A second new appointment sanctioned in the year under report was that of Vernacular Instructor.

2. The number of students attending the School during 1891-92 was 78, of whom 55 came from Provinces and 9 from Native States and Ceylon, while 14 were private students.

3. In the final examinations held in March last 20 students gained the certificate of Forestry by the higher standard and 10 by the lower standard.

4. The recommendations embodied by the Board of Control in their report, read in the preamble, have been duly considered by the Government of India.

5. The Director of Public Instruction, North-Western Provinces and Oudh, has been consulted with reference to the Board's proposal for the preparation of a special Mathematical text-book, and the matter is under consideration. Arrangements have been made for the revision of the Zoology syllabus; and, with the permission of the Trustees of the Indian Museum, Mr. Cotes, Assistant Superintendent, will undertake the preparation of a Manual of Forest Zoology on the lines laid down by the Board of Control.

6. The proposals of the Board regarding the future recruitment of candidates for the Provincial Forest Service have been referred to the Local Governments for their opinions. The Governor-General in Council agrees in the view that, as the school training for the Forest Service involves a special and technical course of instruction which is not useful for other professions, the competitive examination should take place before entrance into the School rather than at the end of the course. He also approves the suggestion that the co-operation of the masters of schools and colleges should be secured in the

selection of suitable candidates. In the opinion of the Government of India, it is advisable that each Local Government should reserve to itself, or to the Provincial Conservators, some freedom in the selection of the students most adapted for the Forest Service by caste, character, and physique, and that the nominations should not be based entirely upon the number of marks awarded on the examination papers. Local Governments have, therefore, been informed that it will be open to them to rule that at the competitive examinations special consideration will be given, either by award of marks or in such other manner as they think fit, to School certificates or special notes of recommendation by Heads and Principals of Schools and Colleges as well as to physical qualifications. Although the proposals of the Board are directed mainly to the measures which appear to be necessary for securing a class of natives of pure Asiatic descent superior to the general average of those who now apply for admission to the School and to the Provincial Forest Service, the Government of India wish it to be understood that they have no desire to discourage the appointment or nomination to the Provincial Forest Service of suitable and deserving Anglo-Indians and Eurasians who are eligible as statutory natives.

7. The Secretary of State was urged in May last to take early steps to give the Board the services of a lecturer in Agricultural Chemistry. Intimation has been received that His Lordship has sanctioned the appointment of an Assistant Agricultural Chemist, and the gentleman who may be selected will probably arrive in India in November, when his services will be made available to the School.

8. The Board's proposals for the construction of new quarters for students at the Forest School have been accepted, and instructions have been issued for the work to be taken in hand without delay. The construction of a gymnasium with the requisite apparatus has been sanctioned at a cost of Rs. 1,200.

ORDER.—Ordered, that copy of the above Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded for information to the Local Governments and Administrations noted in the margin,* to the Department of Finance and Commerce and the Comptroller and Auditor General; also to the Inspector-General of Forests for information, and for communication to the Director of the Forest School and to the Superintendent of Forest Surveys.

* Madras.
Bombay.
Bengal.
North-West Provinces and Oudh.
Punjab.
Central Provinces.
Burma.
Assam.
Coorg.
Ajmere-Merwara.
Hyderabad.
Andamans.

Ordered further, that a copy be forwarded to the Foreign Department for communication to the Nizam's Government and to the Baroda, Jodhpur, and Jaipur Darbars.

[True Extract.]

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXIV OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92.	Week ending 26th September 1891. Mean mileage worked.	Week ending 26th September 1891. Earnings. Total.	Week ending 26th September 1891. Earnings. Per mile open per week.	Week ending 24th September 1892. Mean mileage worked.	Week ending 24th September 1892. Earnings. Total.	Week ending 24th September 1892. Earnings. Per mile open per week.	Earnings from 1st April to 26th September 1891.	Earnings from 1st April to 24th September 1892.	Increases in 1892-93.	Decreases in 1892-93.
	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
State lines worked by companies.											
Standard gauge—											
East Indian (a)	590	1,634	8,29,724	508	1,634	8,58,402	525	2,40,64,290	2,34,18,619	...	6,45,67
Bengal-Nágpur	150	831	55,542	67	831	80,720	97	30,17,264	26,41,671	...	3,75,59
Indian Midland	127	752	64,961	86	752	61,516	82	21,66,410	23,80,689	2,14,279	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,34,335	200	1,674	2,83,000	169	1,02,51,739	1,03,06,801	55,062	...
South Indian	150	901	1,27,381	141	1,106	1,38,039	125	36,30,895	36,90,081	59,186	...
Southern Mahratta	86	1,044	76,806	74	1,044	72,053	69	23,06,563	20,64,931	...	2,41,63
Bengal and North Western (b)	130	721	70,488	98	755	70,830	94	24,92,925	25,24,823	31,898	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	157	6,434	41	199	8,636	43	2,51,537	3,09,948	58,411	...
TOTAL	250	7,712	15,65,671	203	7,995	15,73,196	197	4,81,81,623	4,73,37,563	...	8,44,06
State lines worked by the State.											
Standard gauge—											
North Western (c)	264	2,395	5,66,004	236	2,450	4,32,585	177	1,56,36,290	1,14,15,680	...	42,20,61
Oudh and Rohilkhand	244	692	1,11,080	161	692	1,20,694	174	42,20,887	40,44,450	...	1,82,43
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	3,10,097	399	777	3,11,000	400	54,91,103	51,92,984	...	2,98,11
Bengal Central (d)	117	125	16,640	133	125	19,302	154	3,56,591	3,58,398	1,807	...
Metre gauge—											
Burma (e)	203	609	92,897	153	715	1,14,265	160	24,57,836	30,38,724	5,80,888	...
Special gauges—											
Jorhát	47	25	1,470	59	25	1,906	76	32,453	34,754	2,301	...
Cherra-Companyganj	44	8	339	42	8	238	29	8,149	7,001	...	1,14
TOTAL	251	4,631	10,98,527	237	4,792	9,99,987	209	2,82,09,309	2,40,91,991	...	41,17,31
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (f)	572	1,485	5,29,532	357	1,490	4,22,078	283	2,14,86,544	1,81,97,463	...	32,89,08
Bombay, Baroda and Central India	500	461	2,01,525	437	461	1,70,000	369	67,05,193	70,23,275	2,28,082	...
Madras	216	840	2,05,547	245	840	2,01,650	240	46,81,018	44,17,854	...	2,63,16
TOTAL	468	2,786	9,36,604	336	2,791	7,93,728	284	3,29,62,755	2,96,38,592	...	33,24,16
TOTAL (GUARANTEED AND STATE)	290	15,129	36,00,802	238	15,578	33,66,911	216	10,93,53,687	10,10,68,146	...	82,85,54
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	18,493	114	162	17,360	107	5,12,379	4,89,878	...	22,5
Tárakeshwar	258	22	4,444	202	22	4,835	220	1,42,102	1,37,436	...	4,6
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	6,744	101	67	6,988	104	1,93,866	2,23,390	29,524	...
Dibru-Sadiya	128	78	9,355	120	78	9,007	115	2,53,652	2,55,799	2,147	...
TOTAL	135	329	39,036	119	329	38,190	116	11,01,999	11,06,503	4,504	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	50,816	144	354	41,598	118	12,80,055	12,47,029	...	33,0
The Gaekwar's Petlád	91	13	974	75	13	710	55	31,340	29,411	...	1,9
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	33,223	112	311	33,410	107	6,50,890	6,44,971	...	5,9
The Gaekwar's Mehsána	50	03	2,992	32	93	3,720	40	93,432	1,19,567	26,135	...
Kolhápur	55	29	1,623	56	29	1,723	59	(g) 37,421	40,890	3,469	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,445	48	72	2,210	31	1,01,882	1,19,489	17,607	...
TOTAL	107	857	93,073	109	872	83,371	96	21,95,020	22,01,357	6,337	...
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	10,671	99	108	9,555	88	3,42,541	2,48,967	...	93,
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	19,873	59	334	20,441	61	6,96,227	8,12,214	1,15,987	...
Jodhpur-Bickaneer	72	188	17,485	93	291	11,300	39	2,67,266	4,45,42	1,78,162	...
Special gauge—											
Morvi	63	94	4,115	44	94	4,496	48	1,62,993	1,55,946	...	7,
TOTAL	76	616	41,473	67	719	36,237	50	11,26,486	14,13,588	2,87,102	...
GRAND TOTAL	269	17,039	37,85,055	222	17,606	35,34,264	201	11,41,19,733	10,60,38,561	...	80,81,

(a) Includes the Patna-Gya state railway.
(b) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(c) Includes the Jammu and Kashmir railway.
(d) Although for convenience classed amongst the state railways, this is the property of the Bengal Central railway company.
(e) Includes the Mu Valley state railway.
(f) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Am state railways.
(g) Total receipts from 21st April to 26th September 1891.

F. B. HEBBERT, *M. Inst. C. E.*
Under-Secret

SIMLA, *the 6th October, 1892.*

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Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 26th March, 1892.

From the 2nd April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 26th March all Notifications and other matter intended for publication in those Parts should be addressed to the Officiating Publisher at Simla.

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Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

II A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 5th October 1892.

NOTIFICATIONS.

No. 2775-*P*.—Applications in respect of the under-mentioned inventions have been filed, during the week ending 1st October 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 249 of 1892.—Miles Williams, Consulting Chemist, of 86, Queen's Road, Bootle, Liverpool, England, for "Improvements in railway and other Signals."

No. 250 of 1892.—Humphry Aram Hole, Tea planter, of Atgram, Sylhet, for "An improved tea drying machine which can also be used for withering fresh tea leaf."

No. 251 of 1892.—Paul de Susini of 6 Rue de Sfax, Paris, France, Doctor of Medicine, for "Motor Engine worked by ether vapour or other volatile liquids."

No. 252 of 1892.—Paul de Susini of 6 Rue de Sfax, Paris, France, Doctor of Medicine, for "A Motor Engine worked by ether vapour or other volatile fluid in combination with a steam engine."

No. 253 of 1892.—Paul de Susini of 6 Rue de Sfax, Paris, France, Doctor of Medicine, for "Improvements in motor engines worked by ether vapour or other volatile fluids in combination with a gas motor engine for the utilization of the waste heat thereof."

No. 2776-*P*.—Specifications of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 223 of 1891.—Took Lall, by occupation, Mahajin, inhabitant of Mohulla, Choylital, Mahunpore, in Thana Alumgunj, in the City of Patna, for "Oblong perforator for manufacturing perforated iron brass or zinc sheets with oblong holes for the refraction of linseed." (Filed 24th August 1892.)

No. 315 of 1891.—Herbert Leslie Manton, of 454, Collins Street, Melbourne, in the Colony of Victoria, Australia, Merchant, for "An electric device for indicating tabulated public information." (Filed 16th September 1892.)

No. 325 of 1891.—William Jackson, of Nuwera Eliya, in the Island of Ceylon, Engineer, for "Improvements in application of air blast or exhaust apparatus for keeping tea leaf cool whilst being operated on in Tea Rolling Machines." (Filed 16th September 1892.)

No. 8 of 1892.—William Wright, Julius Hirshfeld, Andrew Patterson Morison and William Morison of No. 165, Broadway, New York, United States of America, Merchants, for "Improvements in light protectors for lamps." (Filed 14th September 1892.)

No. 29 of 1892.—Guruprasaud Sing of Gidhour in Bengal, Landholder, for an improved butter Churn. (Filed 16th September 1892.)

No. 39 of 1892.—George Andrews, Engineer of Jessamine Villa, Hunter's Road, Willesborough, Ashford, in the County of Kent, in England, for "Improvements in means or apparatus for trapping animals and birds." (Filed 12th July 1892.)

No. 66 of 1892.—Michæl Snee of 8, Glengariff Parade, North Circular Road, Ireland, Sub-Conductor and Supervisor of Military Works, India, for "an improved range-finder." (Filed 14th September 1892.)

No. 106 of 1892.—Romulus Norwood, of 30, De-Crespigny Park, Denmark Hill, in the County of Surrey, England, Manufacturer, for "The manufacture of an improved compound for coating walls and other surfaces and for the production of casts or moulding and for analogous purposes." (Filed 14th September 1892.)

No. 115 of 1892.—Otto Umlauf, Engineer, of Halle a Saale, in the Kingdom of Prussia and German Empire, for "An improved Rail joint." (Filed 16th September 1892.)

No. 118 of 1892.—Romulus Norwood, of 30, De Crespigny Park, Denmark Hill, in the County of Surrey, England, Manufacturer, for "The manufacture of an improved compound for coating walls and other surfaces and for analogous purposes." (Filed 19th September 1892.)

No. 120 of 1892.—Frederick Giles, of Fawkner Street, South Yarra, near Melbourne, in the Colony of Victoria, Australia, Engineer, for "an improved apparatus for propelling boats by hand-power." (Filed 14th September 1892.)

No. 123 of 1892.—Joseph Boykin Underwood, of Fayetteville, in the County of Cumberland, in the State of North Carolina, in the United States of America, gentleman, for "Improvements in cigarette machines." (Filed 16th September 1892.)

No. 137 of 1892.—Robert Hodges Bishop, Commission Agent, of 7, Gibson Square, Islington, and William Down, Draughtsman, of 28, Archway Road, Highgate, both in the County of Middlesex, England, for "Improvements in receptacles for coins." (Filed 16th September 1892)

No. 147 of 1892.—Martin Rose Ruble, Mechanical Engineer, residing in Newark, New Jersey, United States of America, for "Centrifugal blowers and injectors." (Filed 16th September 1892.)

No. 165 of 1892.—James Le Fevre Myers, Machinist, of Boston, in the County of Suffolk and State of Massachusetts, United States of America, for "Machines for treating vegetable fibres." (Filed 14th September 1892.)

No. 180 of 1892.—Alfred John Gasking, of Beech Lodge, Enfield; in the County of Middlesex, for Improvements in driving belts applicable to other purposes." (Filed 19th September 1892.)

No. 194 of 1892.—Uriah Cummings, Manufacturer, residing at No. 376, Whitney Avenue, in the City of New Haven, in the County of New Haven in the State of Connecticut, in the United States of America, for "Pulverizing Machines." (Filed 23rd September 1892.)

No. 200 of 1892.—Harriet Ruth Tracy, gentlewoman, of New Brighton, County of Richmond, State of New York, and Jeremiah Evarts Tracy, Counsellor-at-law, of the City County and State of New York, United States of America, for "Improvements in sewing machines to be known as the Peripherally driven loop-taker with indentations." (Filed 19th September 1892.)

No. 223 of 1892.—Carl Thomas Blanch Brain, Electrical Engineer, now of 9 Bells Buildings, 34 South John Street, Liverpool, in the County of Lancaster in the Kingdom of England, but formerly of Devonpot Cottage, Helsby, in the County of Chester in the Kingdom of England, for "Improvements in power conduits for tramways or railways and in electrical connections therefor. (Filed 26th September 1892.)

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

AGENT TO THE GOVR.-GENERAL IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 23rd September, 1892.

No. 5859.—In exercise of the powers conferred by section 553 of the Code of Criminal Procedure, 1882, as applied to the territories administered by the Agent to the Governor-General in Baluchistan, as such Agent, and by section 90 of the Baluchistan Agency Civil Justice Law, 1890, and with the previous sanction of the Governor-General in Council, in so far as they relate to the payment of fees, the Agent to the Governor-General in Baluchistan is pleased to make the following rules to regulate the procedure relating to the [grant of copies] / [inspection] of records in the subordinate Courts :

A.—Grant of copies of Records.

Definitions.

I.—In these rules—

Definitions.

"Record" means and includes any portion of a record, and any document, map, plan, or other paper attached to or forming part of the record of any suit or appeal, inquiry, or trial, or other judicial proceeding in any Civil or Criminal Court.

N.B.—Correspondence that has not formed part of the Judicial proceedings in Court is not to be considered part of the record.

"Copyist" means and includes any person engaged for the purpose of making a copy or copies of any such record.

"High Court" means the Court of the Agent to the Governor-General in Baluchistan.

Provision for supply of copies.

Provision to be made for supply of copies.

II.—(*i*) Subject to all proper exceptions and to these rules, due provision shall be made for the supply of copies of the records of every Court, whether Civil or Criminal, other than the High Court or a District or Sessions Court—

(*a*) at the head-quarters of the district in which such Court is situated, and, subject to the provisions of the next clause of this rule,

(*b*) at the place of sitting of every such Court which is situated at a distance of more than ten miles from such head-quarters.

(*ii*) Copies of the records of a Court of Small Causes, or Cantonment Magistrate, or of a Court the place of sitting of which is situated at a distance of more than ten miles from the head-

quarters of the district, may, subject to all proper exceptions and to these rules, be supplied at the place of sitting of such Court—

(*a*) while the case, a copy of the record of which is applied for, is pending;
(*b*) at any time before the record has been forwarded to the District Record office :

Provided that in the case of a Court of Small Causes or a Court of a Cantonment Magistrate having a record office of its own, copies of records of such Court may be supplied at the place of sitting of such Court at any time.

(*iii*) Copies of the records of the District or Sessions Court shall be supplied at the ordinary place of sitting of such Court.

Persons entitled to copies of records.

Persons entitled to copies of records.

III.—(*i*) A copy of a record may be granted in the manner prescribed by these rules to any person who, under the law for the time being in force, is entitled to receive it.

(*ii*) A plaintiff or a defendant who has appeared in the suit is entitled, at any stage of the suit, to obtain copies of the record of the suit, including exhibits which have been put in ***and finally accepted*** by the Court as evidence.

N.B.—A party who has been ordered to file a written statement is not entitled to inspect, without the special permission of the Court, or to take a copy of, a written statement filed by another party until he has first filed his own.

(*iii*) A stranger to the suit may, *after decree*, obtain, as of course, copies of the plaint written statements, affidavits, and petitions filed in the suit; and may, for sufficient reason shown to the satisfaction of the Court, obtain copies of any such documents *before decree.*

(*iv*) A stranger to the suit may also obtain, as of course, copies of judgments, decrees, or orders at any time after they have been passed or made.

(*v*) A stranger to the suit has no right to obtain copies of exhibits put in evidence, except with the consent of the person by whom they were produced.

Applications for copies of records.

Presentation of applications for copies of records.

IV.—(*i*) Applications for copies of records of District or Sessions Courts will be received by the chief ministerial officer for the time being of the Court, or other officer for the time being appointed by the District or Sessions Judge in that behalf.

(*ii*) Applications for copies of the records of Courts of Small Causes, or of Cantonment Magistrates, will be received by the chief ministerial officer for the time being of such Court: provided the record, a copy of which is applied for, is, at the time of the application, in the possession of such Court.

(*iii*) Applications for copies of records of any Civil or Criminal Court other than the High Court, not provided for in clauses (*i*) and (*ii*) of this rule, will be received, in the case of applications made at the head-quarters of a district, by the officer (being a Judicial officer) for the time being appointed by the Political Agent in that behalf; and in the case of applications for copies of records of Magistrates or Munsifs whose Courts are situated at a distance of more than ten miles from the head-quarters of the district, and made to such Courts, by the Magistrate or Munsif a copy of whose record is applied for :

Provided that an application for a copy of a record of the High Court or of a District or Sessions Court, made to a Lower Court or Office in which the record may be at the time of the application, shall not be complied with without the permission of the Court concerned :

Provided further that applications for copies made to Magistrates or Munsifs whose Courts are situated at a distance of more than ten miles from the head-quarters of the district, shall be returned for presentation at the head-quarters of the district, if the record has been transmitted to the District Record office.

Endorsement to be made on application, and registration thereof.

V.—(*i*) Every officer receiving an application for a copy of a record shall —

(*a*) endorse or cause to be endorsed thereon the date of presentation;
(*b*) initial the endorsement;
(*c*) cause the application to be registered as hereinafter provided; and
(*d*) cause the Court-fee thereon to be cancelled according to law.

(*ii*) Registers (in the Form A annexed to these rules) shall be maintained in which every application for a copy of a record shall, upon presentation, be forthwith entered by or under the orders of the officer receiving the same. Separate registers shall be kept for English and Vernacular copies respectively.

Deposit to be made in cash.

VI.—(*i*) Every application for a copy of a record shall be accompanied by a deposit in cash of a sum which shall not be less than the cost of preparing and certifying such copy under these rules.

(*ii*) If the application is not accompanied by the cash deposit required by the preceding clause of this rule, it shall be returned to the person presenting it with an endorsement recorded thereon stating the amount of the deposit required; such endorsement shall be dated and signed by the officer returning the application, and a note of the date of return shall be made in the register.

(*iii*) The Court-fee stamp, if any, which the law requires to be affixed to the copy, shall not be taken from the applicant until the copy is ready for delivery; but at the time of receiving his application, the applicant should be informed of the value of the Court-fee (if any) required, and that, unless it is furnished when the copy is ready for delivery, the copy will not be delivered to him.

Fees.

Scale of fees and disposal of fees realised.

VII.—(*i*) For every copy there will be charged a copying fee and a record office fee.

(*ii*) The record office fee will be a sum charged in addition to the copying fee, and equal to one-fourth of its amount.

(*iii*) The following shall be the maximum scale of copying fees:—

English copies.

	R	a.
Two hundred words and under	0	6
Every additional 100 words	0	2

Vernacular copies.

	R	a.
Two hundred words and under	0	3
Every additional 100 words	0	1

These rates include the cost of the paper which will be supplied by the copyist. For field maps, boundary maps, tabular work, etc., a special charge will be fixed by the officer granting the copy, subject to the approval of the Court a copy of whose record is applied for.

(*iv*) Subject to the provisions of these rules, all copying fees which shall be levied shall be expended on the making, revising, and attesting of copies of records applied for.

(*v*) Every record office fee levied under this rule shall be credited to the Record Office Fund of the Court concerned, in accordance with the rules for the time being regulating such funds.

Appointment, remuneration, and removal of copyists.

Appointment and removal of copyists. Register of copies.

VIII.—(*i*) District or Sessions Judges in regard to their own Courts, Judges of Courts of Small Causes and Cantonment Magistrates in regard to their own Courts, and Political Agents in regard to all Courts, whether Civil or Criminal, within their respective districts, whose records are kept in the District Record office, may engage a sufficient number of persons qualified to make copies of records for the purpose of being supplied to persons entitled thereto. The number of persons so engaged should be strictly limited to actual requirements for the work of copying, in either the English or Urdu language, as the case may be.

(*ii*) Persons engaged as copyists should be—

(*a*) of assured good character; and
(*b*) competent to write fast and well in English or Urdu, as the case may be.

(*iii*) A register (in the Form B annexed to these rules) of copyists appointed shall be maintained in the office of every authority empowered to engage copyists under this rule. The name of every person engaged as a copyist shall be entered in such register, together with the further particulars therein prescribed.

Remuneration of copyists.

IX.—Copyists will be remunerated from the fees realised under these rules. Subject to the provisions of these rules, every copyist will receive nine-tenths of the entire copying fee taken in respect of the copy made from the person applying for it. In no case should the fees realised for making copies be placed in a fund, and under no circumstances should a copyist be entertained at a fixed salary.

Control over copyists.

X.—(*i*) The authority engaging a copyist may, at any time, dispense with his services.

(*ii*) Any copyist who is found to be—

(*a*) unfit to be entrusted with judicial records for the purpose of his duties;
(*b*) careless or negligent in the performance of his duties; or
(*c*) inefficient or otherwise unsuitable,

may be dismissed by the authority engaging him. The appointing authority may, for any sufficient reason, reduce the rate of remuneration allowed to any copyist under rule IX to such rate, and for such period, as such authority may deem fit.

Manner of making copies.

How copies are to be written.

XI.—Every copy made under these rules shall be written—

(*a*) in a fair legible hand;
(*b*) in the case of copies made in the Urdu language, in the *nastalik* character.

Copies to be limited to records applied for. Exception to this rule. Copies of copies.

XII.—(*i*) The copies supplied should be limited to the records applied for.

(*ii*) If the application includes the whole or any portion of the record, in addition to the judgment or order, and decree, the copy of the judgment or order and decree shall be first made and supplied, and then the copy of the other portion of the record applied for. In no case should the delivery of a copy of the judgment or order and decree (required for purposes of appeal) be delayed until copies of other portions of the record applied for can be made and delivered.

(*iii*) Copies of copies should not be granted unless expressly asked for *as such*. When granted, they should be expressly marked as copies of copies.

Sheets to be stitched.

XIII.—In granting copies of records, if the copies cover more than one sheet of paper, the sheets of paper on which the copy is made should be stitched together in book form, and should not be attached one to the end of another so as to form a roll.

Endorsements to be made on copy.

XIV.—After the copy has been made, and before it has been revised and attested, the following matters shall be endorsed thereon and in the prescribed register, in the case of copies made in the English language, in English, and in the case of copies made in Urdu, in that language :—

(*a*) the number on the register;
(*b*) the date of presentation of the application for a copy;
(*c*) the date of return for deposit of copying fees, if so returned;
(*d*) the date of making the required deposit of copying fees;
(*e*) the number of words copied;
(*f*) the amount paid as copying fees;
(*g*) the name of the copyist;
(*h*) the date on which the copy was completed by the copyist.

The copy will then be revised and attested in the manner hereinafter prescribed.

Appointment, duties, and remuneration of revising and attesting officers.

Revision and attestation of copies.

XV.—Every copy shall be revised and attested, in the case of District or Sessions Courts, Courts of Small Causes, Courts of Cantonment Magistrates, or Courts at a distance of more than ten miles from head-quarters, by the chief ministerial officer for the time being of such Court, and, in the case of the Courts of District Magistrates and Magistrates subordinate to them, and of Courts subordinate to District Judges, by the Head Clerk for the time being of the English Office of the Political Agent, the Superintendent for the time being of the Vernacular Office of the Political Agent, or such other officer as the Political Agent may, from to time, appoint in that behalf:

Provided that no officer other than a paid officer of Government or occupying a position lower than that of Reader to a Court shall be appointed under this rule:

Provided further that in the case of any copy certified by an officer other than the chief ministerial officer or Head Clerk or Superintendent aforesaid, such copy shall, before delivery to the person applying for the same, be countersigned by a Judical Officer. Such Judicial Officer shall, if possible, be the Judical Officer of the Court of whose record a copy is being issued.

Duties of revising and attesting officers.

XVI.—(*i*) Every revising and attesting officer shall, before he attests any copy in the manner prescribed by these rules,—

(*a*) personally compare every such copy with the original record from which it has been made;
(*b*) attest every alteration made in such copy, by initialling the same;
(*c*) examine and initial the endorsements made upon the copy in accordance with these rules;
(*d*) examine the headings and form of the copy, and see that they are in accordance with the law, rules, and directions applying to such copy;
(*e*) see that the copy is written in neat and legible handwriting; and
(*f*) be responsible that the provisions of the law and of the rules and orders of the High Court have been in all respects complied with.

(*ii*) When any copy is found to be in all respects correct and ready for delivery to the applicant, the revising and attesting officer shall endorse thereupon a certificate written, dated, subscribed, and sealed in the manner prescribed by section 76 of the Indian Evidence Act. If the copy comprises more than one sheet of paper, the revising and attesting officer shall endorse the word "*attested*" on every such sheet, and shall enter his initials and the date thereunder.

(*iii*) The officer attesting copies shall, before any copy is delivered, endorse thereupon the date of such delivery, and cancel the Court-fee labels (if any) affixed to it, by punching out a portion of the label in such a manner as to remove neither the figure-head nor that part of the label upon which its value is expressed. He shall then write the date and his own signature across each such label upon which its value is expressed, so that some portion of such signature shall appear upon the paper to which the label is affixed as well as on the label itself.

Copy unfit to issue.

XVII.—In the event of any copy being found to be unfit for issue by reason that it—

(*a*) has not been clearly, legibly, or neatly written;
(*b*) is not in the prescribed form;
(*c*) is so incorrect that revision has rendered it unfit for issue;
(*d*) does not confirm to the rules and orders of the High Court; or
(*e*) is otherwise incomplete, defective, or open to objection,

the revising and attesting officer shall forthwith write the word "cancelled" across the copy, and shall direct the copyist who prepared it to make a fresh copy without further charge. Such copyist shall forthwith comply with the order.

Conduct of copyists.

XVIII.—Revising and attesting officers should bring to the notice of the head of the office the conduct of any copyist who contravenes any of these rules.

Remuneration of revising and attesting officers.

XIX.—The revising and attesting officer shall receive, by way of remuneration, one tenth of the entire copying fee taken in respect of the copy attested from the person applying for it:

Provided that where the revising and attesting officer is the chief ministerial officer of a Court, the presiding officer of such Court, and in any other case, the Political Agent may, for any sufficient reason, withhold the whole or any portion of the remuneration allowed by this rule in respect of a particular copy or in respect of all copies for a specified period.

Deductions to be credited to Government.

Deductions under Rules X and XIX to be credited to Government.

XX.—All sums deducted or withheld from the remuneration of copyists or revising and attesting officers, under the provisions of Rules X and XIX, shall be paid into the Treasury to the credit of Government.

Delivery of copies.

Delivery of copies.

XXI.—(*i*) When any copy has been duly made, revised, and attested, and is in all respects complete and ready for delivery, the copyist will present it to the officer entrusted with the duty of receiving applications for copies. Such officer will call for the applicant, and, if it has not already been supplied, demand the Court-fee (if any) leviable in respect of such copy, and shall cause the same to be affixed to the copy and to be duly cancelled, and the date and initials of the revising officer to be written across each Court-fee label so affixed. The copy shall then be delivered to the applicant.

(*ii*) If the cash deposited under Rule VI (*i*) is in excess of the fees required by these rules, the excess shall be returned to the depositor.

(*iii*) Should the applicant not be present when first called to receive the copy, it shall be filed along with the application, and shall be delivered to the applicant on his attending to receive it at any time within one month from the date on which it was ready for delivery. Should the applicant fail to present himself within such period, the copy shall not be given to him without a fresh application on the prescribed Court-fee.

Delay in preparing copies.

XXII.—The cause of delay in preparing a copy beyond the third day from the date of application should invariably be noted on the copy, and should be certified to by the revising and attesting officer.

Supervision.

Supervision.

XXIII.—(*i*) An Assistant Political Agent, Extra Assistant Commissioner, or Treasury Officer should be placed in immediate charge of the copying department at the head-quarters of each district, under the Political Agent.

(*ii*) The officer in charge should be required—

(*a*) to examine the registers of applications for copies frequently;

(*b*) to see that copies are supplied within three days of the date of application, unless he shall, for sufficient reason, have allowed further time in any particular case;

(*c*) to see that Court-fees have been correctly affixed to copies, and entered in the prescribed registers of Court-fees;*

(*d*) to supervise the copyists and revising and attesting officers in the discharge of their duties, and report any dereliction of duty on the part of any member of the establishment to the Political Agent; and

(*e*) to take measures to have the rules promptly and carefully complied with.

(*iii*) The Political Agent should occasionally inspect the registers of Court-fees and applications for copies.

(*iv*) In the case of District or Sessions Courts, Small Cause Courts, or other Courts granting copies of records without reference to the District Record office, the presiding officer of the Court should exercise supervision over the copying department in the manner specified in clause (*ii*) of this rule.

Copies of records before the High Court.

Copies of records in High Court.

XXIV.—Whenever an application is made for a copy of a record in a case in which the files are before the High Court, the application should be forwarded to the High Court for disposal. If the application be made under section 548 of the Criminal Procedure Code, by a prisoner in jail, and be submitted with grounds of appeal or for revision, the petition of appeal or for revision should be forwarded at the same time.

* See Civil Register XIX and Criminal Register XVI.

FORM A.—RULE V.

Register of applications for copies.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Serial number.	NAME OF APPLICANT.	Name of officer who passed the order of which copy is required.	Number of case and names of parties.	Nature of case.	Date of decision.	Date of presentation of application for copy.	Date of return for deposit of copying and record fees.	Date of making the required deposit of copying and record fees.	Number of words copied.	Amount of copying fees.	Amount of record office fees.	Name of copyist.	Date on which copy was completed by the copyist.	Date on which copy was examined and certified.	Date of delivery of copy to applicant.	REMARKS.
										R a. p.	R a. p.					

FORM B.—RULE VIII.

Register of copyists in the Court (or Office) of the__________of__________

1	2	3	4	5	6	7	8
NAME.	FATHER'S NAME.	Residence.	Age.	Educational test passed, if any.	Where employed.	Signature of appointing officer.	In this column should be entered any order affecting the position of the copyist as such, with the date of such order, *e. g.*, censure or other punishment, transfer, death, resignation, dismissal, etc.

B.—Inspection of Records.

(1) Records of decided cases shall be open to the inspection of the parties interested in those cases, subject to the control of the head of the office.

(2) The inspection of records shall be made in the Record room between the hours of 11 A.M. and 4 P.M. on week days in the presence of the Record-keeper or one of his assistants.

(3) Application for inspection of records shall be made in writing on plain paper, and shall distinctly specify the record the inspection of which is desired.

The application shall be addressed to the head of the office concerned, and shall be accompanied by the prescribed fee.

(4) The following fee shall be paid for inspection, *viz.* :—

	R	a.
For the first hour or part of an hour	1	0
For each subsequent hour or part of an hour	0	8

If more time than is covered by the fee paid with the application be occupied in the inspection, the balance shall be paid at the close of the inspection.

(5) A separate application shall be made, and separate fee paid, for each record inspection of which is desired.

(6) If any record, for inspection of which an order has been given, is incomplete or absent from the Record room, or, for any sufficient cause, not available for inspection, the officer entrusted with this duty shall direct refund of the fee, and shall pass such order regarding future inspection as he may think right.

(7) The copying of any document or paper of a record during inspection and the use of pen and ink are strictly prohibited. Pencil and paper may be used for the purpose of taking notes, but no mark shall be made on any record or paper inspected. Infringement or attempted infringement of this rule shall deprive the person infringing of the right of inspection. The fee paid will also be forfeited.

(8) The fees realised under these rules shall be credited monthly into the Treasury.

(9) The District Officer may, with the sanction of the Agent to the Governor-General in Baluchistan, appoint any establishment necessary for the inspection of records, provided the cost does not exceed the income derived from inspection fees.

N.B.—Official correspondence about Judicial cases is not to be considered as part of the record, nor is it open to inspection.

By Order,

W. STRATTON, *Captain*,

First Assistant.

CHIEF COMMISSIONER OF BRITISH BALUCHISTAN.

NOTIFICATION.

Quetta, the 23rd September, 1892.

No. 5860.—In excise of the powers conferred by section 553 of the Code of Criminal Procedure, 1882, as applied to British Baluchistan, and by section 90 of the British Baluchistan Civil Justice Regulation, III of 1890, and with the previous sanction of the Governor-General in Council, in so far as they relate to the payment of fees, the Chief Commissioner of British Baluchistan is pleased to make the following rules to regulate the procedure relating to the [inspection] [grant of copies] of records in the subordinate Courts:

A.—Grant of copies of Records.

Definitions.

I.—In these rules—

Definitions. "Record" means and includes any portion of a record, and any document, map, plan, or other paper attached to or forming part of the record of any suit or appeal, inquiry, or trial, or other judicial proceeding in any Civil or Criminal Court.

N.B.—Correspondence that has not formed part of the Judicial proceedings in Court is not to be considered part of the record.

"Copyist" means and includes any person engaged for the purpose of making a copy or copies of any such record.

"High Court" means the Court of the Chief Commissioner of British Baluchistan.

Provision for supply of copies.

Provision to be made for supply of copies.

II.—(*i*) Subject to all proper exceptions and to these rules, due provision shall be made for the supply of copies of the records of every Court, whether Civil or Criminal, other than the High Court or a District or Sessions Court—

(*a*) at the head-quarters of the district in which such Court is situated, and subject to the provisions of the next clause of this rule,

(*b*) at the place of sitting of every such Court which is situated at a distance of more than ten miles from such head-quarters.

(*ii*) Copies of the record, of a Court of Small Causes, or Cantonment Magistrate, or of a Court the place of sitting of which is situated at a distance of more than ten miles from the head-quarters of the district, may, subject to all proper exceptions and to these rules, be supplied at the place of sitting of such Court—

(*a*) while the case, a copy of the record of which is applied for, is pending;

(*b*) at any time before the record has been forwarded to the District Record office:

Provided that in the case of a Court of Small Causes or a Court of a Cantonment Magistrate having a record office of its own, copies of records of such Court may be supplied at the place of sitting of such Court at any time.

(*iii*) Copies of the records of the District or Sessions Court shall be supplied at the ordinary place of sitting of such Court.

Persons entitled to copies of records.

Persons entitled to copies of records.

III.—(*i*) A copy of a record may be granted in the manner prescribed by these rules to any person who, under the law for the time being in force, is entitled to receive it.

(*ii*) A plaintiff or a defendant who has appeared in the suit is entitled, at any stage of the suit, to obtain copies of the record of the suit, including exhibits which have been put in *and finally accepted* by the Court as evidence.

N.B.—A party who has been ordered to file a written statement is not entitled to inspect, without the special permission of the Court, or to take a copy of, a written statement filed by another party until he has first filed his own.

(*iii*) A stranger to the suit may, *after decree*, obtain, as of course, copies of the plaint, written statements, affidavits, and petitions filed in the suit; and may, for sufficient reason shown to the satisfaction of the Court, obtain copies of any such documents *before decree.*

(*iv*) A stranger to the suit may also obtain, as of course, copies of judgments, decrees, or orders at any time after they have been passed or made.

(*v*) A stranger to the suit has no right to obtain copies of exhibits put in evidence, except with the consent of the person by whom they were produced.

Applications for copies of records.

Presentation of applications for copies of records.

IV.—(*i*) Applications for copies of records of District or Sessions Courts will be received by the chief ministerial officer for the time being of the Court, or other officer for the time being appointed by the District or Sessions Judge in that behalf.

(*ii*) Applications for copies of the records of Courts of Small Causes, or of Cantonment Magistrates, will be received by the chief ministerial officer for the time being of such Court, provided the record, a copy of which is applied for, is, at the time of the application, in the possession of such Court.

(*iii*) Applications for copies of records of any Civil or Criminal Court other than the High Court, not provided for in clauses (*i*) and (*ii*) of this rule, will be received. in the case of applications made at the head-quarters of a district, by the officer (being a Judicial officer) for the time being appointed by the Deputy Commissioner in that behalf; and in the case of applications for copies of records of Magistrates or Munsifs whose Courts are situated at a distance of more than ten miles from the head-quarters of the district, and made to such Courts, by the Magistrate or Munsif a copy of whose record is applied for:

Provided that an application for a copy of a record of the High Court or of a District or Sessions Court, made to a Lower Court or office in which the record may be at the time of the application, shall not be complied with without the permission of the Court concerned:

Provided, further, that applications for copies made to Magistrates or Munsifs whose Courts are situated at a distance of more than ten miles from the head-quarters of the district, shall be returned for presentation at the head-quarters of the district, if the record has been transmitted to the District Record Office.

Endorsement to be made on application, and registration thereof.

V.—(*i*) Every officer receiving an application for a copy of a record shall—

(*a*) endorse or cause to be endorsed thereon the date of presentation;

(*b*) initial the endorsement;

(*c*) cause the application to be registered as hereinafter provided; and

(*d*) cause the Court-fee thereon to be cancelled according to law.

(*ii*) Registers (in the Form A annexed to these rules) shall be maintained in which every application for a copy of a record shall, upon presentation, be forthwith entered by or under the orders of the officer receiving the same. Separate registers shall be kept for English and Vernacular copies respectively.

Deposit to be made in cash.

VI.—(*i*) Every application for a copy of a record shall be accompanied by a deposit in cash of a sum which shall not be less than the cost of preparing and certifying such copy under these rules.

(*ii*) If the application is not accompanied by the cash deposit required by the preceding clause of this rule, it shall be returned to the person presenting it, with an endorsement recorded thereon stating the amount of the deposit required; such endorsement shall be dated and signed by the officer returning the application, and a note of the date of return shall be made in the register.

(*iii*) The Court-fee stamp, if any, which the law requires to be affixed to the copy, shall not be taken from the applicant until the copy is ready for delivery; but, at the time of receiving his application, the applicant should be informed of the value of the Court-fee (if any) required and that, unless it is furnished when the copy is ready for delivery, the copy will not be delivered to him.

Fees.

Scale of fees and disposal of fees realised.

VII.—(*i*) For every copy there will be charged a copying fee and a record office fee.

(*ii*) The record office fee will be a sum charged in addition to the copying fee, and equal to one-fourth of its amount.

(*iii*) The following shall be the maximum scale of copying fees:—

English copies.

	R	a.
Two hundred words and under	0	6
Every additional 100 words	0	2

Vernacular copies.

Two hundred words and under	0	3
Every additional 100 words	0	1

These rates include the cost of the paper which will be supplied by the copyist. For field maps, boundary maps, tabular work, etc., a special charge will be fixed by the officer granting the copy, subject to the approval of the Court a copy of whose record is applied for.

(*iv*) Subject to the provisions of these rules, all copying fees which shall be levied shall be expended on the making, revising, and attesting of copies of records applied for.

(*v*) Every record office fee levied under this rule shall be credited to the Record Office Fund of the Court concerned in accordance with the rules for the time being regulating such funds.

Appointment, remuneration, and removal of copyists.

Appointment and removal of copyists.
Register of copies.

VIII.—(*i*) District or Sessions Judges in regard to their own Courts, Judges of Courts of Small Causes and Cantonment Magistrates in regard to their own Courts, and Deputy Commissioners in regard to all Courts, whether Civil or Criminal, within their respective districts, whose records are kept in the District Record office, may engage a sufficient number of persons qualified to make copies of records for the purpose of being supplied to persons entitled thereto. The number of persons so engaged should be strictly limited to actual requirements for the work of copying, in either the English or Urdu language, as the case may be.

(*ii*) Persons engaged as copyists should be—

(*a*) of assured good character; and

(*b*) competent to write fast and well in English or Urdu, as the case may be.

(*iii*) A register (in the Form B annexed to these rules) of copyists appointed shall be maintained in the office of every authority empowered to engage copyists under this rule. The name of every person engaged as a copyist shall be entered in such register, together with the further particulars therein prescribed.

Remuneration of copyists.

IX.—Copyists will be remunerated from the fees realised under these rules. Subject to the provisions of these rules, every copyist will receive nine-tenths of the entire copying fee taken in respect of the copy made, from the person applying for it. In no case should the fees realised for making copies be placed in a fund, and under no circumstances should a copyist be entertained at a fixed salary.

Control over copyists.

X.—(*i*) The authority engaging a copyist may, at any time, dispense with his services.

(*ii*) Any copyist who is found to be—

(*a*) unfit to be entrusted with judicial records for the purpose of his duties;

(*b*) careless or negligent in the performance of his duties; or

(*c*) inefficient or otherwise unsuitable,

may be dismissed by the authority engaging him. The appointing authority may, for any sufficient reason, reduce the rate of remuneration allowed to any copyist under Rule IX, to such rate, and for such period, as such authority may deem fit.

Manner of making copies.

How copies are to be written.

XI.—Every copy made under these rules shall be written—

(*a*) in a fair legible hand;

(*b*) in the case of copies made in the Urdu language, in the *nastalik* character.

Copies to be limited to records applied for. Exception to this rule. Copies of copies.

XII.—(*i*) The copies supplied should be limited to the records applied for.

(*ii*) If the application includes the whole or any portion of the record, in addition to the judgment or order, and decree, the copy of the judgment or order and decree shall be first made and supplied, and then the copy of the other portion of the record applied for. In no case should the delivery of a copy of the judgment or order and decree (required for purposes of appeal) be delayed until copies of other portions of the record applied for can be made and delivered.

(*iii*) Copies of copies should not be granted unless expressly asked for *as such*. When granted, they should be expressly marked as copies of copies.

Sheets to be stitched.

XIII.—In granting copies of records, if the copies cover more than one sheet of paper, the sheets of paper on which the copy is made should be stitched together in book form, and should not be attached one to the end of another so as to form a roll.

Endorsements to be made on copy.

XIV.—After the copy has been made, and before it has been revised and attested, the following matters shall be endorsed thereon and in the prescribed register, in the case of copies made in the English language, in English, and in the case of copies made in Urdu, in that language:—

(*a*) the number on the register;

(*b*) the date of presentation of the application for a copy;

(*c*) the date of return for deposit of copying fees, if so returned;

(*d*) the date of making the required deposit of copying fees;

(*e*) the number of words copied;

(*f*) the amount paid as copying fees;

(*g*) the name of the copyist;

(*h*) the date on which the copy was completed by the copyist.

The copy will then be revised and attested in the manner hereinafter prescribed.

Appointment, duties, and remuneration of revising and attesting officers.

Revision and attestation of copies.

XV.—Every copy shall be revised and attested, in the case of District or Sessions Courts, Courts of Small Causes, Courts of Cantonment Magistrates or Courts at a distance of more than ten miles from head-quarters, by the chief ministerial officer for the time being of such Court, and in the case of the Courts of District Magistrates and Magistrates subordinate to them, and of Courts subordinate to District Judges, by the Head Clerk for the time being of the English Office of the Deputy Commissioner, the Superintendent for the time being of the Vernacular Office of the Deputy Commissioner, or such other officer as the Deputy Commissioner may, from time to time, appoint in that behalf:

Provided that no officer other than a paid officer of Government or occupying a position lower than that or Reader to a Court shall be appointed under this rule:

Provided further that in the case of any copy certified by an officer other than the chief ministerial officer or Head Clerk or Superintendent aforesaid, such copy shall, before delivery to the person applying for the same, be countersigned by a Judicial Officer. Such Judicial Officer shall, if possible, be the Judicial Officer of the Court of whose record a copy is being issued.

Duties of revising and attesting officers.

XVI.—(*i*) Every revising and attesting officer shall, before he attests any copy in the manner prescribed by these rules,—

(*a*) personally compare every such copy with the original record from which it has been made;

(*b*) attest every alteration made in such copy, by initialling the same;

(*c*) examine and initial the endorsements made upon the copy in accordance with these rules;

(*d*) examine the headings and form of the copy, and see that they are in accordance with the law, rules, and directions applying to such copy;

(*e*) see that the copy is written in neat and legible handwriting; and

(*f*) be responsible that the provisions of the law and of the rules and orders of the High Court have been in all respects complied with.

(*ii*) When any copy is found to be in all respects correct and ready for delivery to the applicant, the revising and attesting officer shall endorse thereupon a certificate written, dated, subscribed, and sealed in the manner prescribed by section 76 of the Indian Evidence Act. If the copy comprises more than one sheet of paper, the revising and attesting officer shall endorse the word "*attested*" on every such sheet, and shall enter his initials and the date thereunder.

(*iii*) The officer attesting copies shall, before any copy is delivered, endorse thereupon the date of such delivery, and cancel the Court-fee labels (if any) affixed to it, by punching out a portion of the label in such a manner as to remove neither the figure-head nor that part of the label upon which its value is expressed. He shall then write the date and his own signature across each such label upon which its value is expressed, so that some portion of such signature shall appear upon the paper to which the label is affixed as well as on the label itself.

Copy unfit to issue.

XVII.—In the event of any copy being found to be unfit for issue by reason that it—

(a) has not been clearly, legibly, or neatly written;
(b) is not in the prescribed form;
(c) is so incorrect that revision has rendered it unfit for issue;
(d) does not conform to the rules and orders of the High Court; or
(e) is otherwise incomplete, defective, or open to objection,

the revising and attesting officer shall forthwith write the word "cancelled" across the copy, and shall direct the copyist who prepared it to make a fresh copy without further charge. Such copyist shall forthwith comply with the order.

Conduct of copyists.

XVIII.—Revising and attesting officers should bring to the notice of the head of the office the conduct of any copyist who contravenes any of these rules.

Remuneration of revising and attesting officers.

XIX.—The revising and attesting officer shall receive, by way of remuneration, one-tenth of the entire copying fee taken in respect of the copy attested from the person applying for it:

Provided, that where the revising and attesting officer is the chief ministerial officer of a Court, the presiding officer of such Court, and, in any other case, the Deputy Commissioner may, for any sufficient reason, withhold the whole or any portion of the remuneration allowed by this rule in respect of a particular copy or in respect of all copies for a specified period.

Deductions to be credited to Government.

Deductions under Rules X and XIX to be credited to Government.

XX.—All sums deducted or withheld from the remuneration of copyists or revising and attesting officers, under the provisions of Rules X and XIX, shall be paid into the Treasury to the credit of Government.

Delivery of copies.

Delivery of copies.

XXI.—(i) When any copy has been duly made, revised, and attested, and is in all respects complete and ready for delivery, the copyist will present it to the officer entrusted with the duty of receiving applications for copies. Such officer will call for the applicant, and, if it has not already been supplied, demand the Court-fee (if any) leviable in respect of such copy, and shall cause the same to be affixed to the copy and to be duly cancelled, and the date and initials of the revising officer be written across each Court-fee label so affixed. The copy shall then be delivered to the applicant.

(ii) If the cash deposited under Rule VI (i) is in excess of the fees required by these rules, the excess shall be returned to the depositor.

(iii) Should the applicant not be present when first called to receive the copy, it shall be filed along with the application, and shall be delivered to the applicant on his attending to receive it at any time within one month from the date on which it was ready for delivery. Should the applicant fail to present himself within such period, the copy shall not be given to him without a fresh application on the prescribed Court-fee.

Delay in preparing copies.

XXII.—The cause of delay in preparing a copy beyond the third day from the date of application should invariably be noted in the copy, and should be certified to by the revising and attesting officer.

Supervision.

Supervision.

XXIII.—(i) An Assistant Commissioner, Extra Assistant Commissioner, or Treasury Officer should be placed in immediate charge of the copying department at the head-quarters of each district, under the Deputy Commissioner.

(ii) The officer in charge should be required—

(a) to examine the registers of applications for copies frequently;
(b) to see that copies are supplied within three days of the date of application, unless he shall, for sufficient reason, have allowed further time in any particular case;
(c) to see that Court-fees have been correctly affixed to copies, and entered in the prescribed registers of Court-fees;*
(d) to supervise the copyists and revising and attesting officers in the discharge of their duties, and report any dereliction of duty on the part of any member of the establishment to the Deputy Commissioner; and
(e) to take measures to have the rules promptly and carefully complied with.

(iii) The Deputy Commissioner should occasionally inspect the registers of Court-fees and applications for copies.

(iv) In the case of District or Sessions Courts, Small Cause Courts, or other Courts granting copies of records without reference to the District Record office, the presiding officer of the Court should exercise supervision over the copying department in the manner specified in clause (ii) of this rule.

Copies of records before the High Court.

Copies of records in High Court.

XXIV.—Whenever an application is made for a copy of a record in a case in which the files are before the High Court, the application should be forwarded to the High Court for disposal. If the application be made under section 548 of the Criminal Procedure Code, by a prisoner in jail, and be submitted with grounds of appeal or for revision, the petition of appeal or for revision should be forwarded at the same time.

* See Civil Register XIX and Criminal Register XVI.

FORM A.—RULE V.

Register of applications for copies.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Serial number.	NAME OF APPLICANT.	Name of officer who passed the order of which copy is required.	Number of case and names of parties.	Nature of case.	Date of decision.	Date of presentation of application for copy.	Date of return for deposit of copying and record fees.	Date of making the required deposit of copying and record fees.	Number of words copied.	Amount of copying fees.	Amount of record office fees.	Name of copyist.	Date on which copy was completed by the copyist.	Date on which copy was examined and certified.	Date of delivery of copy to applicant.	REMARKS.
										R a. p.	R a. p.					

FORM B.—RULE VIII.

Register of copyists in the Court (or Office) of the ________ of ________

1	2	3	4	5	6	7	8
NAME.	FATHER'S NAME.	Residence.	Age.	Educational test passed, if any.	Where employed.	Signature of appointing officer.	In this column should be entered any order affecting the position of the copyist as such, with the date of such order, *e. g.*, censure or other punishment, transfer, death, resignation, dismissal, etc.

B.—Inspection of Records.

(1) Records of decided cases shall be open to the inspection of the parties interested in those cases, subject to the control of the head of the office.

(2) The inspection of records shall be made in the Record room between the hours of 11 A.M. and 4 P.M. on week days in the presence of the Record-keeper or one of his assistants.

(3) Application for inspection of records shall be made in writing on plain paper, and shall distinctly specify the record the inspection of which is desired.

The application shall be addressed to the head of the office concerned, and shall be accompanied by the prescribed fee.

(4) The following fee shall be paid for inspection, *viz.* :—

	R	a.
For the first hour or part of an hour	1	0
For each subsequent hour or part of an hour	0	8

If more time than is covered by the fee paid with the application be occupied in the inspection, the balance shall be paid at the close of the inspection.

(5) A separate application shall be made and separate fee paid for each record inspection of which is desired.

(6) If any record, for inspection of which an order has been given, is incomplete or absent from the Record room, or, for any sufficient cause, not available for inspection, the officer entrusted with this duty shall direct refund of the fee, and shall pass such order regarding future inspection as he may think right.

(7) The copying of any document or paper of a record during inspection and the use of pen and ink are strictly prohibited. Pencil and paper may be used for the purpose of taking notes, but no mark shall be made on any record or paper inspected. Infringement or attempted infringement of this rule shall deprive the person infringing of the right of inspection. The fee paid will also be forfeited.

(8) The fees realised under these rules shall be credited monthly into the Treasury.

(9) The District Officer may, with the sanction of the Chief Commissioner of British Baluchistan, appoint any establishment necessary for the inspection of records, provided the cost does not exceed the income derived from inspection fees.

N.B.—Official correspondence about Judicial cases is not to be considered as part of the record, nor is it open to inspection.

By Order,
W. STRATTON, *Captain*,
First Assistant.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 3rd October, 1892.

LIABILITIES	R	a.	p.	R	a.	p.
Capital paid up . . .				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office .	58,80,571	9	11	1,21,70,904	4	10
Public Deposits at Branches .	62,90,332	10	11			
Other Deposits at Head Office and Branches				5,98,98,440	15	0
Bank Post Bills, etc.				3,61,532	0	1
Sundries				29,93,289	8	10
RUPEES				10,02,24,166	12	9

ASSETS.	R	a.	p.	R	a.	p.
Government Securities . .				94,54,670	0	0
Other authorized Investments . .				71,42,257	4	0
Loans on Government and other authorized Securities . . .				70,56,345	11	10
Accounts of Credit on Government and other authorized Securities				64,79,328	15	10
Bills discounted and purchased .				1,73,10,357	5	9
Balances with other Banks . .				7,07,106	2	2
Bullion				6,243	3	1
Dead Stock				12,38,116	1	0
Stamps				9,008	8	1
Sundries				17,39,952	13	2
				5,11,43,386	0	11
Cash and Currency Notes at Head Office .	2,33,89,304	7	8	4,90,80,780	11	10
Cash and Currency Notes at Branches .	2,56,91,476	4	2			
RUPEES				10,02,24,166	12	9

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 7th October, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 65·

ACCOUNTANT GENERAL, PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENT.

Simla, the 3rd October, 1892.

No. 4.—Mr. M. H. Dunhill, Accountant, 1st grade, and Honorary Assistant Examiner, is transferred from the Office of the Government Examiner of Accounts, Southern Mahratta Railway Company, to that of the Examiner of Public Works Accounts, Madras.

No. 5.—Mr. J. D. L. Calder, Accountant, 1st grade, and Honorary Assistant Examiner, is transferred from the Office of the Examiner of Public Works Accounts, Madras, to that of the Examiner of Public Works and Railway Accounts, Baluchistan.

R. G. MACDONALD,
Offg. Accountant General.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATIONS.

Quetta, the 29th September, 1892.

No. 5995.—Under the provisions of Articles 277 and 291 of the Civil Service Regulations, Munshi Muhammad Agha Jan Khan, Tahsildar, 4th grade, and Tahsildar, Upper Zhob, is granted three months' privilege leave, with effect from such date as he may avail himself of the same.

No. 5996.—Lala Udhe Bhan, Naib Tahsildar, is appointed to officiate as Tahsildar, 4th grade, and posted to Upper Zhob, during the absence of Munshi Muhammad Agha Jan Khan, on privilege leave, or until further orders.

By Order,

W. STRATTON, *Captain,*
First Assistant.

AGENT TO THE GOVERNOR-GENERAL FOR CENTRAL INDIA.

NOTIFICATION.

Indore Residency, the 28th September, 1892.

No. 5866.—Colonel G. R. Peart, Commandant, Bhopal Battalion, held charge of the Bhopal (Sehore) Treasury, from the afternoon of the 11th June to the afternoon of the 19th August, 1892.

By Order,

J. RAMSAY,
First Asst. Agent to the Govr.-Genl. for Central India.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 28th September, 1892.

No. 47.—Mr. R. W. L. Toozs, Executive Engineer, 3rd grade, is transferred from the Kashmir Railway Survey to the North Western Railway.

The 30th September, 1892.

No. 48.—Mr. A. T. Chiodetti, Assistant Engineer, 1st grade, is granted a further extension of extraordinary leave, without allowances, for six months, in continuation of that sanctioned in Director-General of Railways' Notification No. 5 of 19th January, 1892.

R. A. SARGEAUNT, *Lieut.-Col., R.E.,*
Director-General.

NOTICE.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 4th October, 1892.

No. 8699.—The following promotions are made, *vice* Mr. A. F. Ingle, Superintendent of Post Offices, 2nd grade, deceased :—

Mr. R. H. Grainger, Superintendent of Post Offices, 3rd, grade, to the 2nd grade.
Mr. A. J. Faichnie, Superintendent of Post Offices, 4th grade, to the 3rd grade.
Mr. H. L. Duncan is appointed to be Superintendent of Post Offices, 4th grade.

No. 8713.—The following acting appointments are made from the 13th September, 1892, *vice* Mr. F. Whymper, Superintendent of Post Offices, 1st grade, on deputation :—

Mr. F. T. Hall, Superintendent of Post Offices, 2nd grade, to act in the 1st grade.
Mr C. J. Hogg, Superintendent of Post Offices, 3rd grade, to act in the 2nd grade.
Lala Sudarshan Singh Seth, Superintendent of Post Offices, 4th grade, to act in the 3rd grade.

No. 8735.—Consequent on the deputation of Mr. C. J. Dease, Superintendent of Post Offices, 3rd grade, on special duty, to the Isazai Field Force, the following acting appointments are made in his place from the 17th September, 1892, until further orders :—

Lala Mulraj, Superintendent of Post Offices, 4th grade, to act in the 3rd grade.
Lala Balmukund to act as Superintendent of Post Offices, 4th grade.

A. U. FANSHAWE,
Dir. Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 3rd October, 1892.

Administrators of the Kond Mahal Road and School Funds.
American Camera Co.
Bellett, Geo., Esq.
Bennett, Esq.
Bernard & Co., Messrs.
British India Soap Factory.
Buri Dominica.
Chappel & Co.
Fitarado & Sons.
Gerard, F., Mrs.
Gibson, Vincent, Mr.
Harrington, B. R., Esq.
J. Hatton Hall & Co., Messrs.
John Moir & Co.
Lyons, H. P., Esq.
McGill, Donald S., & Co.
Quaripal, Chas., Esq.
Ramsden & Co., Messrs.
Schumacher, B. C., Esq.
Schuster, Maurice, Mons.
Speed & Co.
The Secretary, Convent College.
Thomson, A., & Co.
Waile & Co.
Walsh, C. A., Esq.
Warringham & Co., Messrs.
Williams & Co., Messrs.

Letters marked "Care of Post Office."

Abbs, Cooper, Miss.
Abeasis, J., Mr.
Alexander, George.
Atkinson, F. S.
Augustine, S. M.
Barten, J. G.
Bean, H.
Bercovich, B.
Brinkett, Salvator, Mr.
Bloomfield, A., Esq.
Brown, Frank.
Charlton, J. G.
Clark, Harry.
Coles, J. A., Esq.
Commandant, Malacca Police.
Culbard, Mrs.
Davis, Lacy, Mrs.
Davies, Reginald.
Davis, Esq.
Desevaux, Charles.
Dowley, C. B.
Drummond, G.
English, Wm. A., Dr.
Ewan, Francis.
Findlay, J. C.
Finkler, M.
George, J., Esq.
Hairaden, O., Esq.
Harrington, Rev.
Hlellde, Mrs.
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GEO. ED. WALKER,

Offg. Presidency Post master, Calcutta.

The 8th October, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	12th Oct.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	11th ,,	Ditto.
Mauritius, Mayotte, Nossi Be, and Réunion.	12th ,,	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies.	12th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	17th ,,	Ditto.
Australia, New Zealand, and Tasmania.	17th ,,	Ditto.
Straits, China, and Japan . .	13th ,,	Per Steamer *A. Apcar.*
Rangoon and Moulmein .	11th ,,	Per Steamer *Madura.*
Rangoon, Moulmein, Penang, and Singapore.	14th ,,	Per Steamer *Goa.*
Akyab, Kyaukpyu, Sandoway, and Rangoon.	12th ,,	Per Steamer *Kasara.*
Colombo and Australasian Colonies.	10th ,,	*Viâ* Bombay.
Mauritius	14th ,,	*Viâ* Tuticorin.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

GEO. ED. WALKER,

Offg. Presidency Postmaster, Calcutta.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডেনের অর্থাৎ কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে

ঔষধ সিন্‌কোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ৪।০ টাকায়, আট ঔন্স টিন ৫ টাকায় ও এক পৌণ্ড টিন ১০ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩ টাকায়, আট ঔন্স টিন ৬ টাকায় এবং এক পৌণ্ড টিন ১২ টাকায় পাইতে পারিবেন। কলিকাতায় প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ।০ ও এক পৌণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

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¼ „ R 4, „ R 4-6.

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বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে, যথা—

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। আধ „ „ ৮ বা ডাকমাশুল বিনা ৮।০
পোয়া „ „ ৪ বা ডাকমাশুল বিনা ৪।০

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিন্‌কোনাইন ও সিন্‌কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

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Regulations relating to the Examination of Engineers for Colonial Certificates of Competency under Act VII of 1884. R1 (1a.)
Ditto relating to the Examination of Engine-drivers under Act VII of 1884. 2a. (1a.)
Ditto relating to the Examination of Masters and Mates in the Mercantile Marine for Colonial Certificates of Competency. R1 (1a.)
Ditto relating to the Examination of Masters and Mates for local certificates in the Mercantile Marine, under Act I of 1859. R1 (1a.)
Ditto relating to the Examination of Masters, Engineers and Engine-drivers under the Inland Steam-vessels Act, 1884. 4a. (1a.)
Instructions as to the Survey of Passenger Accommodation on Inland Steam-vessels. 2a. (1a.)
Rules, Bye-Laws, Regulations, and Notifications relating to the Port of Chittagong. 4a. (1a.)

APPOINTMENT DEPARTMENT.

The Quarterly Civil List for Bengal, corrected up to 1st January, 1892. R3 (4a.)

REVENUE.

Papers relating to the Cultivation and Trade of Wheat. 8a. (2a.)
Land Registration Manual, 1889. R1-8 (4a.)
Wards' Manual, 1888. R2 (4a.)
Cess Manual, 1888. R1-8 (4a.)
Records' Manual, 1888. 12a. (1a. 6p.)
Revenue Officers' Manual, 1888. R1 (3a.)
Certificate Procedure Manual, 1888. 8a. (1a. 6p.)
Waste Lands Manual, 1888. 12a. (2a.)
Stamp Manual, 1890. R1-8 (4a.)
Land Acquisition Manual, 1890. R1 (3a.)
Excise Manual. 1891. R2-8 (6a.)
The Salt Manual, 1891. R1-8 (3a.)
Bengal Embankment Manual. R2. With Map. R3 (2a.)
Rules for the Guidance of Officers in the Administration of the Salt Department. R1-4 (3a.)
Rules under the Bengal Tenancy Act, in English 2a. (½a.)
Bihar Peasant Life. *Illustrated.* By G. A. Grierson, Esq., B.C.S. R5 (8a.)
Memorandum on the Revenue History of Chittagong. By H. J. S. Cotton, C.S. R2-4 (4a.)
A Revenue History of the Sunderbuns. By F. E. Pargiter, C.S. R2-8 (3a.)
A Sketch of the Administration of the Hooghly District. By Mr. G. Toynbee. R1-8 (3a.)
The Fauna of British India, Part I. Mammalia. R7-8 (3a.)

Ditto	ditto	Fishes.	Volume I.	R15 (6a.)
Ditto	ditto	ditto.	Volume II.	R15 (6a.)
Ditto	ditto	Birds.	Volume I.	R15 (6a.)
Ditto	ditto	ditto.	Volume II.	R11-4 (4a.)
Ditto	ditto	Reptilia and Batrachia.		R13 (6a.)

The Fauna will be complete in 7 Volumes. The book will be sold as a complete work in 7 Volumes. Subscription in advance for the complete set must be paid before any volume is supplied.

Annual Report of the Department of Land Records and Agriculture, Bengal, for 1890-91. 8a. (2a.)

MISCELLANEOUS.

Way to Health, in Bengali. (1a.) per copy.
Ditto in Kaithi. (1a.) per copy.

The List of Books available for sale at the Secretariat Press will in future be published once only in each month.

Spare copies of the List will, however, be kept in stock ready for issue on receipt of applications for them.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 8, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

PROMISSORY NOTES.

Lost.

The Government Promissory Notes Nos. C159865 and 165422 of the 4 per cent. of 1842-43, for R1,000 and R500, respectively, originally standing in the names of the Bank of Bengal and Deb Nath Sreemanie, respectively, and last endorsed to Sreemutty Koosum Kamini Debby, Administratrix to the estate of late Deno Nath Sen, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of duplicates in favour of the proprietor.

SREEMUTTY KOOSUM KAMINI DEBBY,

Administratrix to the estate of late
Deno Nath Sen,
9, Shama Charn Dey's Street, Calcutta.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 42.} SIMLA, SATURDAY, OCTOBER 15, 1892

Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS

PART I.

Government of India Notifications, Appointments, Promotions, &c.

MILITARY SECRETARY'S OFFICE.

NOTIFICATIONS.

Simla, the 6th October, 1892

HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL will hold a Levée at Government House, Madras, on Saturday, the 26th November 1892, at 9-30 P.M.

All Civil and Military Officers and the Native Officers of the Native Regiments in Madras are invited to attend.

His Excellency will also be glad to receive other Gentlemen, who should submit their names previously to the Military Secretary to His Excellency the Governor of Madras, who will issue cards of admission, which should be shown to the Aide-de-Camp in waiting before the Levée, if required.

All Officers and Gentlemen attending the Levée are requested to bring with them two cards, with their names legibly written on them.

Officers and Gentlemen wearing uniform will appear in Full Dress: Gentlemen not wearing uniform in Evening Dress.

The 11th October, 1892.

HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL will hold a Levée at Chadarghat Residency, Hyderabad, on Thursday, the 3rd November, at 9-30 P.M.

All Civil and Military Officers are invited to attend.

His Excellency will also be glad to receive other Gentlemen, European and Native, who should submit their names previously to the Resident.

All Officers and Gentlemen attending the Levée are requested to bring with them a card, with their names very legibly written upon it. This card will be given to the Military Secretary to the Viceroy at the time of presentation.

Officers and Gentlemen wearing uniform will appear in Full Dress.

Gentlemen not wearing uniform may appear in Evening Dress.

The Levée will be closed by the presentation to His Excellency the Viceroy of the Native Officers of the regiments in garrison by their Commanding Officers.

The 14th October, 1892.

HIS EXCELLENCY THE VICEROY will leave Simla on Thursday, the 27th October 1892.

His Excellency will visit Hyderabad, Mysore, Bangalore, and Madras, and will arrive at Calcutta on Friday, the 2nd December 1892.

All covers intended to reach His Excellency the Viceroy and Governor General and Party during His Excellency's tour should be addressed "Governor General's Camp," without the addition of any post-town.

The Party accompanying His Excellency the Viceroy on tour is as follows :

Her Excellency the Marchioness of Lansdowne.
Sir Mortimer Durand, K.C.I.E., C.S.I., Foreign Secretary.
J. P. Hewett, Esq., C.I.E., Officiating Private Secretary to the Viceroy.
Colonel Lord William Beresford, V.C., C.I.E., Military Secretary to the Viceroy.
J. A. Crawford, Esq., C.S., Officiating Deputy Secretary, Foreign Department.
Surgeon-Major E. H. Fenn, Surgeon to the Viceroy.
Captain the Hon'ble C. Harbord, A.-D.-C.
Lieutenant H. A. Pakenham, A.-D.-C.
Lieutenant S. H. Pollen, A.-D.-C.
F. W. Latimer, Esq.

All communications connected with business of a mere routine nature should be sent as usual to the head-quarters of the several Departments.

Programme of His Excellency the Viceroy's arrival in Calcutta.

HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL will arrive in Calcutta on Friday, the 2nd December 1892, at about 2 P.M., by the R.I.M.S. *Clive,* and will disembark at Prinsep's Ghât at 5 P.M. in the R.I.M.S-Launch *Maud.*

His Excellency will be received at Prinsep's Ghât by His Honour the Lieutenant-Governor of Bengal, Members of His Excellency's Council, the principal Civil and Military Officers, and other Gentlemen who are desirous of attending.

Guards of Honour of British Infantry and of the Administrative Battalion, Presidency Volunteers, with Band, will be drawn up at Prinsep's Ghât.

His Excellency the Viceroy's Body-Guard and the Calcutta Mounted Volunteer Corps will form the escort.

The route taken will be by the Strand Road and Esplanade Row into Government House by the North-West Entrance.

A Guard of Honour of Native Infantry, with Band and Colour, will be drawn up in front of the Grand Staircase of Government House.

A Viceregal salute will be fired from the ramparts of Fort William as His Excellency lands.

Full Dress will be worn by Officers entitled to wear uniform. Gentlemen not entitled to wear uniform will appear in Morning Dress.

By Command,

WILLIAM BERESFORD, *Colonel,*
Military Secretary to the Viceroy.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

Simla, the 14th October, 1892.

No. 24.—Mr. C. D. Panioty, Barrister-at-Law, has been granted leave of absence until further orders from his office of Reporter for the Indian Law Reports in the High Court, Calcutta, with effect from the 19th instant, or such subsequent date as he may avail himself of the leave.

S. HARVEY JAMES,

Secretary to the Government of India.

HOME DEPARTMENT.

NOTIFICATIONS

MEDICAL.

Simla, the 12th October, 1892.

No. 582.—Surgeon-Colonel A. H. Hilson, M.D., Inspector-General of Civil Hospitals, Bengal, is granted three months' privilege leave with effect from the 1st November 1892, or any subsequent date on which he may avail himself of it.

No. 583.—Brigade-Surgeon-Lieutenant-Colonel E. A. Birch, M.D., Principal, Medical College, Calcutta, and *ex officio* 1st Physician, Medical College Hospital, is appointed temporarily, in addition to his own duties, to officiate as Inspector-General of Civil Hospitals, Bengal, until further orders.

SANITARY.

The 13th October, 1892.

No. 246.—The rules imposing quarantine against cholera at Aden, Perim, and in the Somâli Coast on arrivals from Karachi, which were published for general information by Home Department Notification No. 239, dated 29th September 1892, have been withdrawn.

ECCLESIASTICAL.

The 11th October, 1892.

No. 279.—Her Majesty's Secretary of State for India has permitted the Reverend F. T. S. Dyer, a Senior Chaplain on the Bengal Ecclesiastical Establishment, to retire from the service, with effect from the 22nd November 1892.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.

HORSE-BREEDING AND AGRICULTURAL STOCK.

Simla, the 11th October, 1892.

No. 2433—1.—Veterinary-Lieutenant H. T. Pease is appointed on probation to the Civil Veterinary Department as Superintendent of Bacteriological Survey.

EMIGRATION.

The 12th October, 1892.

No. 2443—25.—In exercise of the powers conferred by section 80 of the Indian Emigration Act, XXI of 1883, the Governor General in Council is pleased to make the following amendments and additions to the rules relating to Colonial Emigration published with Revenue and Agricultural Department's Notification No. 94-E. of the 18th March 1886:

1. To Rule 9 the following words shall be added, namely:

"and over the entrance door of every sub-depôt shall be conspicuously fixed a board with the words 'Emigration sub-depôt for Colony' inscribed thereon in English and the vernacular language or languages of the district."

2. To Rule 10, clause (*b*), the following words shall be added, namely:

"The number that the premises are capable of holding will be determined by the District Civil Surgeon or by the Medical Officer of the subdivision in which the sub-depôt is situated, and inscribed on a board conspicuously hung up for the information of inspecting officers."

3. After rule 10, clause (*i*), the following clause shall be inserted:

"(*i*-A). The keeping by the recruiter or person in charge of the sub-depôt of a register containing correct entries of the following particulars in regard to all intending emigrants received therein—*first*, of the date of their admission; *secondly*, of their descriptive particulars, such as name, father's name, sex, age, caste, and name of native village, together with that of the district and thána in which it is situate (so as to enable friends to trace them); *thirdly*, of the date of their removal or departure from the sub-depôt; and *fourthly*, of the reason of such removal or departure (for the information of the District Officers and Emigration Agent concerned); and the immediate production of such register when required by an inspecting officer or by any one duly authorized by an inspecting officer to see it."

4. In Rule 10, clause (i), for the words "readiness for" the word "immediate" shall be substituted.

5. After rule 10 the following rule shall be inserted, namely:

"*Rule 10-A*. Whenever any registered emigrant is removed from the district of registration to a sub-depôt in any other district for the purpose of being forwarded therefrom to the depôt of the Emigration Agent concerned, but is not so forwarded owing to physical unfitness or irregular recruitment, the person in charge of such sub-depôt shall pay to such emigrant reasonable compensation, not being less than his reasonable expenses for his return to his home in the district of registration."

6. In Rule 11, immediately before the last sentence, the following sentence shall be inserted, namely:

"The register kept in the sub-depôt shall be regularly tested by the officer inspecting the sub-depôt under this rule."

7. After Rule 20 the following rule shall be inserted, namely:

20-A Whenever any intending emigrant is not registered owing to rejection on account of physical unfitness or irregular recruitment, the recruiter shall make such provision as the registering officer may deem necessary for the return of such emigrant to the place at which he was recruited."

8. In the Appendix, Schedule B, under the heading "*Of the cargo hold*," after the word "register" the following words shall be inserted, namely:

"provided that this additional ventilation may, in the discretion of the Marine Surveyor, be dispensed with in the case of vessels carrying cargoes which do not and cannot give off any smell or gas."

9. In the Appendix, Schedule G, Scale No. 4 (A) "of clothing," in the remarks column, opposite the article "Saries" the following remark shall be inserted, namely:

"Also one yard of cotton cloth to females above 13 years of age."

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 10th October, 1892.

No. 1670-*G*.—Surgeon-Captain C. M. Moore, M.D., Indian Medical Service (Bombay), is appointed to officiate as Medical Officer of the 2nd Regiment, Central India Horse, and of the Western Malwa Political Agency, with effect from the date of assuming charge, and during the absence on leave of Surgeon-Lieutenant-Colonel R. Caldecott, or until further orders.

No. 1673-*G*—The following substantive promotions are made in the graded list of the Political Department consequent on augmentation, and with effect from the 25th August, 1892:

Captain W. H. M. Stewart, Indian Staff Corps, Political Assistant of the 3rd Class, to be a Political Assistant of the 1st Class.

Captain F. E. Younghusband, C.I.E., 1st (King's) Dragoon Guards, Political Assistant of the 3rd Class (seconded), to be a Political Assistant of the 2nd Class (seconded).

No. 1674-*G*.—Captain F. E. Younghusband, C.I.E., 1st King's Dragoon Guards, Political Assistant of the 2nd Class (seconded) and Assistant to the British Agent at Gilgit, is posted, on reversion from foreign service, for duty under the orders of the British Agent at Gilgit, with effect from the date of assuming charge.

No. 1675-*G*.—Lieutenant the Hon'ble A. F. Napier, Indian Staff Corps, Personal Assistant to the President of the Council of Regency in the Rampur State, is appointed, on reversion from foreign service, to officiate as a Political Assistant of the 3rd Class, and is posted for duty under the orders of the British Agent at Gilgit, with effect from the date of assuming charge.

The 13th October, 1892.

No 1693 *G*.—Major-General Sir J. Browne, K.C.S.I., C.B., R.E., Resident of the 1st Class and Governor-General's Agent in Baluchistan, is granted privilege leave for three months, with effect from the 8th October, 1892.

No. 1695-*G*.—Mr. H. S. Barnes, Indian Civil Service, Resident of the 2nd Class and Revenue Commissioner in Baluchistan, is appointed to officiate, in addition to his own duties, as a Resident of the 1st Class and as Agent to the Governor-General in Baluchistan, with effect from the 8th October, 1892, and during the absence on privilege leave of Major-General Sir J. Browne, K.C.S.I., C.B., R.E., or until further orders.

No. 1701-*G*.—Mr. F. S. Bullock, Indian Civil Service, Judicial Commissioner, held charge also of the current duties of the Office of Commissioner of the Hyderabad Assigned Districts from the 12th to the 25th September, 1892, both days inclusive, during the absence on privilege leave of Colonel K. J. L. Mackenzie.

H. M. DURAND,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

MINT.

No. 4158-*A*.

Simla, the 11th October, 1892.

RESOLUTION—By the Government of India, Finance and Commerce Department.

Read the following letters transmitting reports on the working of the Mints and Assay Offices of Bombay and Calcutta for the year 1891-92 :

From the Mint Master, Bombay, No. 770, dated 15th August 1892.

From the Assay Master, Bombay, No. 35, dated 1st May 1892.

From the Mint Master, Calcutta, No. 808, dated 21st June 1892.

From the Assay Master, Calcutta, No. 12, dated 19th May 1892.

I.—WORKING OF THE MINTS.

Imports and Coinage: Gold.—The net imports of gold into India in 1891-92 were much smaller than in the preceding year, having amounted in value to only Rs. 24,137,922 against Rs. 56,361,717 in 1890-91. Stated by weight, the imports were 423, 648 ounces last year compared with 1,014,229 ounces in 1890-91. The amount tendered for coinage in the Calcutta Mint (Rs. 119,916) was larger than that of the previous year by Rs. 22,758. No gold was tendered for coinage in the Bombay Mint during the year, and none was coined there; but for the purpose of supplying the occasional requirements of specimen collectors, 3 mohurs, 3 two-third mohurs, and 6 one-third mohurs of the aggregate value of Rs. 150-11-2 were struck as samples and kept in stock.

2. *Imports and Coinage: Silver.*—The net imports of silver into India, like those of gold, also fell off largely, having amounted during the year to Rs. 90,221,841 against Rs. 141,751,359 in 1890-91. Stated by weight, the imports were 32,348,438 ounces against 51,529,085 ounces in 1890-91. As regards imports of both gold and silver, the year 1890-91 was entirely exceptional owing to speculation. The net imports into Bombay were Rs. 66,365,721 and into Calcutta Rs. 23,769,776 against Rs. 112,724,973 and Rs. 28,563,738 in the previous year. The amount tendered for coinage fell short of that tendered in the previous year by over 140 lakhs in the Calcutta Mint and by nearly 491 lakhs in the Bombay Mint, the figures for the two years being as follows:

	Calcutta.	Bombay.
	Rs.	Rs.
1890-91	31,323,987	94,153,370
1891-92	17,313,197	45,070,910
Decrease ...	14,010,790	49,082,460

The coinage of silver in the two Mints was less than half that of the previous year, the value in 1891-92 being only Rs. 55,539,738 against Rs. 131,634,741 in 1890-91.

3. *Total Coinage: Gold and Silver.*—The value of the total coinage of gold and silver at each Mint for the last five years is shown below:

Years.	Gold.		Silver.		Total of Gold.	Total of Silver.
	Calcutta.	Bombay.	Calcutta.	Bombay.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1887-88 ...	...	...	47,052,300	60,832,000	...	107,884,300
1888-89 ...	226,100	...	10,474,500	62,348,000	226,100	72,822,500
1889-90 ...	230,500	...	10,958,600	74,553,000	230,500	85,511,600
1890-91 ...	...	...	38,546,300	93,088,500	...	131,634,800
1891-92 ...	247,900	* 150	14,790,200	40,749,500	248,050	55,539,700

* Struck as samples and kept in stock.

4. *Silver tendered for coinage by the Currency Department.*—Nearly the whole of the silver tendered for coinage was transferred by the Currency Department to the Mint in exchange for Mint certificates, the value of the metal so transferred being Rs. 55,301,381 as compared with Rs. 125,242,441 in the previous year. Of this sum, the value of the silver transferred in Calcutta was Rs. 14,982,178 and in Bombay Rs. 40,319,203.

5. The following statement shews the descriptions of silver received in the two Mints during the year:

Description of Silver tendered.	Calcutta.	Bombay.
	Lakhs of tolas.	*Lakhs of tolas.*
Bar silver from London	79·27	128·70
Do. do. Australia	4·39	29·35
Do. do. America	...	136·24
Do. do. Genoa	...	16·49
Do. do. San Francisco	...	4·23
Do. do. Paris	...	·96
Sycee silver from China	31·26	72·43
Mexican dollars from America *viâ* China	2·28	15·58
Do. chopped dollars *viâ* China	51·31	50·10
Do. do. do. and other foreign coin from China	4·53	...
Maria Theresa thalers	...	·64
Argentine Republic coins	...	2·81
Native coins. Cutch, Devan Shahi, and Jam Shahi coins	...	3·59
Native coins. Broach and Baroda rupees	...	·19
Native coins. Nagpur and Holkari coins	...	·25
Burma rupees from the Burma Treasuries	2·20	...
Shroff-marked rupees from the Punjab and Allahabad	15·14	}
Worn rupees from the Punjab, Allahabad, and Madras	2·58	} 1·43
Soldered coins and coins reduced otherwise than by fair wear	·12	}
Syasi and treasure trove coins	...	·17
Light and defective coins from the East Indian Railway	·07	...
Indian Government clipped, drilled, and soldered rupees from the Great Indian Peninsula Railway Company	...	·01
Country silver and ornaments	...	7·03
Cake silver from local sources	·02	...
TOTAL ...	193·17	470·20

6. *Re-coinage of Old Coin.*—The value of the uncurrent and defaced silver coin received in the year in the Calcutta and Bombay Mints from Government Treasuries and Departments for re-coinage was Rs. 2,015,349 and Rs. 160,228 respectively as compared with Rs. 3,565,900 and Rs. 234,357 in 1890-91.

The receipts of such coin in the Calcutta Mint were mainly composed of 220,000 Burma rupees, 1,514,000 shroff-marked rupees withdrawn from circulation, and about 270,000 worn rupees, coins reduced otherwise than by fair wear, and soldered coins.

The coins received in the Bombay Mint consisted of shroff-marked, light, soldered, and defaced British India Government rupees valued at Rs. 143,148, and syasi and treasure trove coins.

7. *Copper Coinage.*—The nominal value of the total copper coinage, which since the middle of 1889-90 has been entirely carried out at the Calcutta Mint, was Rs. 1,663,168 in 1891-92 against Rs. 1,783,092 in the preceding year. The decrease of Rs. 119,924 was due almost entirely to smaller requirements for the Straits Settlements and Ceylon and the British East Africa Company. The coinage of single pice, however, exceeded that of the previous year by 8,095,947 pieces or Rs. 126,499.

During the year 32,366 maunds of copper were purchased at the average rate of Rs. 30·31 per maund against 24,827·6 maunds at an average rate of Rs. 30·6 per maund in 1890-91.

The Governor General in Council notes the introduction into the Calcutta Mint of new counting tables for pice and pies devised by Colonel Baird, by which the counting has been made practically accurate and much more expeditious, a million of pieces being counted by one of these tables in a working day.

8. *Gain on Copper Coinage.*—The gain on the copper coin passed into circulation during the last five years is shown below:

	Rs.
1887-88	903,187
1888-89	637,195
1889-90	795,992
1890-91	664,192
1891-92	838,308

9. *Operative Losses: Silver.*—After making corrections for fictitious losses and gains, the operative losses for melting and coining in 1891-92 amounted to Rs. 4,723·5 in Calcutta and Rs. 17,759 in Bombay against Rs. 16,515 and Rs. 45,000 respectively in 1890-91, or Rs 24·1 per lakh rolled in Calcutta and Rs. 28·6 per lakh rolled in Bombay against Rs. 28·7 and Rs. 29·8 per lakh respectively rolled in the previous year. In consideration, however, of the difficulty experienced in applying accurately the corrections for fictitious losses and gains, both the Mint Masters are of opinion that it would be safer to estimate the rate of loss at from Rs. 22 to Rs. 26 per lakh in Calcutta and Rs. 25 to Rs. 32 per lakh in Bombay.

Copper.—30,795·5 maunds of copper were operated on during the year against 28,647 maunds operated on in 1890-91, and, after accounting for by-products in the form of oxide and precipitate, the operative loss amounted to 486·4 maunds, being at the rate of 0·19 per cent. (the rate attained in 1889-90) against a rate of 0·05 per cent. in 1890-91.

10. ***Revenue and Expenditure*.**—The total revenue and expenditure of the two Mints for the last five years are as follows:

Years.	Revenue.							Expenditure.*		
	Seignorage.			Other Receipts.			Total.	Calcutta.	Bombay.	Total.
	Calcutta.	Bombay.	Total.	Calcutta.	Bombay.	Total.				
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1887-88	185,718	1,246,367	1,432,085	84,442	135,363	219,805	1,651,890	1,063,703	867,196	1,930,899
1888-89	75,292	1,250,441	1,325,733	63,629	117,518	181,147	1,506,880	900,184	844,265	1,744,449
1889-90	121,514	1,489,741	1,611,255	62,607	172,342	235,039	1,846,294	938,109	1,031,251	1,969,360
1890-91	699,731	1,819,580	2,519,311	134,082	211,969	346,051	2,855,362	1,095,936	1,094,090	2,190,026
1891-92	301,369	806,381	1,107,750	72,141	86,792	158,933	1,266,683	933,707	833,765	1,767,472
Total ...	1,383,624	6,612,510	7,996,134	416,991	723,984	1,140,975	9,137,109	4,931,639	4,670,567	9,602,206

* The figures under the head of expenditure include the cost of the manufacture of copper coins, but those under the head of Revenue include no portion of the profits on the copper coinage.

Thus the total revenue of both Mints for the year under review fell short of the total expenditure by Rs. 500,789, the deficit being as usual in the Calcutta Mint.

The expenditure on salaries and establishments in the two Mints for the year 1891-92 was Rs. 533,357, being less than that of the previous year by Rs. 29,660, as shown below:

	Calcutta.			Bombay.			Both Mints.		
	1890-91.	1891-92.	Increase + Decrease —	1890-91.	1891-92.	Increase + Decrease —	1890-91.	1891-92.	Increase + Decrease —
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Fixed Establishment	187,802	192,036	+4,234	213,929	211,219	—2,710	401,731	403,255	+1,524
Extra ditto ...	85,598	80,757	—4,841	75,638	49,345	—20,343	161,236	130,102	—31,184
Total ...	273,400	272,793	—607	289,617	260,564	—29,053	563,017	533,357	—29,660

11. *Local and English Stores*.—The expenditure on stores in the Calcutta Mint during the year was Rs. 85,326 and in the Bombay Mint Rs. 82,735 against Rs. 123,217 and Rs. 144,278 respectively in the previous year, showing a decrease of Rs. 37,891 in the Calcutta Mint and of Rs. 61,543 in the Bombay Mint.

12. *Pro formâ charges*.—These indirect charges in the two Mints compare with those of the previous year as follows:

	Calcutta.			Bombay.			Total of the two Mints.		
	1890-91.	1891-92.	Increase + Decrease —	1890-91.	1891-92.	Increase + Decrease —	1890-91.	1891-92.	Increase + Decrease —
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Cost of Pensions and Furlough Allowances	30,634	31,373	+739	22,368	23,861	+1,493	53,002	55,234	+2,232
Interest on Stock and Block.	535,657	446,506	—89,151	459,445	361,680	—97,765	995,102	808,186	—186,916
Total ...	566,291	477,879	—88,412	481,813	385,541	—96,272	1,048,104	863,420	—184,684

The decrease of Rs. 186,916 under the head "Interest" is due to the smaller silver bullion balances awaiting coinage during the year.

13. *Miscellaneous Work*.—The cost of the miscellaneous work done in the Calcutta Mint during the year was Rs. 91,654 and the total realisations Rs. 99,445, giving a net profit of Rs. 7,791 against a profit of Rs. 8,262 in the year previous. In the Bombay Mint the profit realised was only Rs. 773 against

Rs. 1,846 in 1890-91, the cost of the work done and the realisations being respectively Rs. 9,172 and Rs. 9,945 against Rs. 14,434 and Rs. 16,280 in the previous year. The most important of these works was the manufacture in the Calcutta Mint of 16,756 silver and bronze war medals and 13,568 silver and bronze war clasps.

14. *Capital Account.*—The balance of the capital account of the Calcutta Mint at the close of 1891-92 stood at Rs. 7,650,450, Rs. 2,828 having been debited to it during the year on account of buildings and Rs. 4,491 on account of plant. To the capital account of the Bombay Mint, Rs. 6,205 were debited during the year on account of buildings and Rs. 31,906 on account of plant, the balance at the close of the year standing at Rs. 3,784,846.

15. *Offences against the Coinage.*—During the year 792 cases were brought to trial for offences against the coinage and 578 persons were convicted, being an increase of 50 over the number of persons convicted in 1890-91. Of these by far the largest number of cases were, as usual, for possessing and delivering counterfeit and altered coin, there being 689 cases tried for those charges and 488 persons convicted against 662 cases tried in the previous year and 446 persons convicted. In 23 cases the charge was actually for counterfeiting coin, 40 persons being tried and 23 convicted against 28 tried and 13 convicted on the same charge last year.

II.—WORKING OF THE ASSAY OFFICES.

16. *Number of Assays made.*—The total number of gold assays made during the year in Calcutta was 1,569 against 998 in the previous year. In addition to the ordinary assays on small parcels of gold tendered for coinage, there were assays of meltings for a gold coinage and of pyx coins. The total number of silver and miscellaneous assays in Calcutta was 12,423 against 24,865 in 1890-91 and in Bombay 23,434 against 45,179 in the previous year, the decrease being due, as already stated, to the comparatively light work of the year. The miscellaneous assays in the Bombay Assay Office include a number of assays for persons in Native States, three cases of counterfeiting coin, some samples of ore of different kinds sent for assay by persons prospecting, and a considerable number of miscellaneous assays for bankers, merchants, &c.

17. *Assays of Bullion alligated to standard: Silver*—The average fineness of silver meltings for coinage in Calcutta was 916·153 per mille against 916·127 per mille in 1890-91. In Bombay the average fineness was 915·89 as compared with 915·97 per mille in 1890-91.

Gold.—The average fineness of the meltings for the gold coinage in Calcutta was 916·41 per mille against 916·375 per mille in 1889-90, when gold was last coined there. These figures must not, however, be understood to represent the actual fineness of the coinage executed, as gold coins are subjected to the operation of "pickling" in the course of their manufacture, and the fineness of the coins as issued is materially higher. The average fineness of the coins issued in 1891-92 was 916·533 per mille against 916·531 per mille in 1889-90.

18. *Parting assays of Silver Coins.*—The average proportion of gold found in the silver pyx coins at the Calcutta Mint during the year was ·311 per mille as compared with ·422 per mille in 1890-91; and the quantity of gold contained in the whole silver coinage of that Mint for the year is estimated at about 4,469 tolas or 1,676 troy ounces, worth £7,106. In the Bombay Mint the average proportion of gold found in the silver pyx coins was ·109 per mille against ·127 per mille in the previous year.

19. *Pyx trials of Gold Mohurs.*—The average weight of 30 gold mohurs weighed singly in the Calcutta Mint during the year was found to be 179·913 grains against an average weight of 180·017 grains per mohur coined in 1889-90. The heaviest coin was found to weigh 180·17 grains and the lightest 179·67 grains, 36·66 per cent. of the coins struck being of the exact standard weight of 180 grains. The average fineness obtained from two trials of 9 coins assayed in duplicate gave a mean fineness of 916·533, as stated in paragraph 17.

20. *Pyx trials of Silver Coins.*—In the trials for weight in the Calcutta Mint no coin was found to be beyond the legal remedy in weight, and, while the average weight of all the coins proved to be 179·981 grains, 12·47 per cent. of the total number examined were of the exact standard weight of 180 grains. In the trials for fineness of the coins assayed singly, the extreme variations ranged from 914·7 to 928·6, the average fineness being 916·707; and of the coins assayed in groups the average was 916·864, the highest and lowest figure being 917·3 and 916·4.

In the Bombay Mint no coin was found beyond remedy either in weight or in fineness.

The following statement shows the results of the pyx trials of the two Mints for the year under review:

Denomination of coin.	Total number of coins coined.	Number of coins weighed singly.	Number of coins assayed singly.	Number of coins assayed after melting.	Average weight in grains.	Average fineness of coins assayed singly (per mille).	Average fineness of coins assayed after melting (per mille).	Proportion of gold in pyx coins (per mille).
Calcutta.								
Gold Mohurs	16,524	30	9	...	179·913	916·533	...	...
Rupees	1,08,32,191	1,210	1,120	2,200	179·981	916·707	916·864	0·190
Half-rupees	21,17,426	320	210	840	89·930	916·493	916·771	0·965
Quarter-rupees	72,86,773	350	350	3,500	45·007	916·927	917·034	0·609
One-eighth-rupees	86,20,839	270	270	5,400	22·493	916·764	916·959	0·330
Total ...	2,88,73,753	2,180	1,959	11,940	...	...	...	...
Bombay.								
Gold Mohurs	3	...	...	...	...	...	...	...
Two-thirds Mohurs	3	...	...	...	...	...	...	...
One-third Mohurs	6	...	...	...	...	...	...	...
Rupees	4,00,00,000	8,000	2,000	10,000	180·019	916·781	916·840	·109 (Rupees, Quarter-rupees and One-eighth-rupees together)
Quarter-rupees	8,83,316	...	...	800	...	...	916·6	
One-eighth-rupees	42,29,650	...	...	6,200	...	...	917·174	
TOTAL ...	4,51,12,984	8,000	2,000	17,000	...	...	...	...

The results of the pyx trials are contrasted below with those of 1890-91:

	Gold Mohurs.	Rupees.	Half-rupees.	Quarter-rupees.	One-eighth-rupees.
AVERAGE WEIGHT IN GRAINS.					
Calcutta.					
1890-91	...	180·009	...	...	22·485
1891-92	179·913	179·981	89·930	45·007	22·493
Bombay.					
1890-91	...	180·014	...	...	...
1891-92	...	180·019	...	...	...
AVERAGE FINENESS PER MILLE.					
Calcutta.					
1890-91	...	916·689	...	...	916·304
1891-92	916·533	916·707	916·493	916·927	916·764
Bombay.					
1890-91	...	916·69	...	...	...
1891-92	...	916·78	...	...	...

21. *Pyx trials in England.*—The examination of the pyx coins of the Indian Mints for the year 1890-91 by the Deputy Master and Comptroller of

the Royal Mint at London shows that, as usual, "the standard weight and fineness of the coins have been maintained with accuracy."

22. *Reference Standards.*—In the Resolution on the Reports for 1890-91 it was said that the Assay Masters at Calcutta and Bombay had discovered certain errors in the reference standards used by them, which were ascribed to be due to the oxidation of the gilding applied in England to the weights, and that the Government of India had called for a joint recommendation from the two Assay Masters for the provision of a set of reference standards which might be expected to remain permanently accurate. The recommendation was received in December last, when the following proposals were made:

I. That the gilt bronze reference standards used by the Assay Masters should continue to be used as such after the Bombay weights which had been sent to England to be adjusted had been re-gilded by the mercurial process, burnished, and verified, and the Calcutta weights adjusted against an iridio platinum primary standard to be obtained from England.

II. That it was not necessary to substitute hard brass reference standards for these gilt bronze weights as recommended by the Standards Department of the Board of Trade, and that in any case, if hard brass weights were required, they could be made as well in this country as in England, and more cheaply.

III. That a set of iridio-platinum weights to be used as primary standards should be obtained from England—

For Bombay of 30, 20 and 10 tolas.

For Calcutta, one only of 30 tolas.

These recommendations were accepted by the Government of India, and indents based thereon were transmitted to the India Office for compliance; but it has since been pointed out that the re-gilding by the mercurial process of the gilt bronze weights would be very troublesome and expensive, and that it is impossible to estimate the time it would take. It has therefore been decided that the weights need not be re-gilt, but that they should be burnished, adjusted, and verified, and then sent out to Bombay.

23. The Governor General in Council acknowledges the efficiency with which the Mints and Assay Departments have been worked and controlled by the officers in charge.

ORDER.—Ordered, that this Resolution be published in the *Gazette of India*. Ordered also, that copies of the Resolution be forwarded to the Mint Masters, Calcutta and Bombay (with printed copies of the two reports on the working of the Mints), and to the Assay Masters, Calcutta and Bombay (with printed copies of the two reports on the working of the Assay Departments).

LEAVE AND APPOINTMENTS.

The 11th October, 1892.

No. 4169-*P*.—Major Gerald Martin (Bengal Staff Corps), Assay Master, Bombay, is granted privilege leave from the 20th October 1892 to the 13th January 1893, both days inclusive.

Surgeon-Major H. P. Yeld (Bengal Establishment), Deputy Assay Master, Bombay, is appointed to officiate as Assay Master, Bombay, *vice* Major Martin.

Surgeon-Major F. F. MacCartie, M.B. (Bombay Establishment), whose services have been placed at the disposal of this Department, is appointed to officiate as Deputy Assay Master, Bombay, *vice* Surgeon-Major Yeld.

The 14th October, 1892.

No. 4223-*P*.—Mr. G. Barton Groves, 1st Assistant Director General of the Post Office of India, is granted privilege leave for one month, with effect from the 21st October 1892, or such subsequent date as he may avail himself of the leave;

Mr. E. C. O'Brien, 2nd Assistant Director General of the Post Office of India, is appointed to officiate as 1st Assistant Director General of the Post Office of India; and

Khan Bahadur C. J. Lalkaka, Deputy Post Master General, Eastern Bengal, to officiate as 2nd Assistant Director General of the Post Office of India during the absence on privilege leave of Mr. Groves, or until further orders.

No. 4231-*P*.—Mr. J. Cornwall, Deputy Post Master General, Burma, is granted privilege leave for three and a half months, with effect from the 3rd November 1892, or such subsequent date as he may avail himself of the leave.

No. 4244-*P*.—Mr. U. L. Mojumdar, Probationer in the Office of the Accountant General, Bengal, is granted privilege leave for one month, with effect from the 10th October 1892.

SEPARATE REVENUE.

STAMPS.

Non-Judicial Stamps.

Exemptions and Reductions under the Act.

No. 4146-*S. R.*

The 10th October, 1892.

Whereas by the Notification of the Government of India in the Finance and Commerce Department, No. 1421, dated 8th April 1892, the debentures of the numbers, dates, and amounts noted in the margin were, with certain other debentures issued by the Bombay Municipality, exempted, in consideration of the payment by the said Municipality of a certain sum as composition for the stamp duty chargeable thereon, from any stamp duty with which they might otherwise be chargeable, whether on issue, renewal, subdivision, or consolidation;

	Rs.
Nos. 19401 to 21400, dated 29th August 1890, for . .	10,00,000
" 21401 to 22400, dated 30th August 1890, for . .	5,00,000
" 22401 to 23600, dated 9th September 1890, for .	6,00,000
" 23601 to 23800, dated 20th September 1890, for .	1,00,000
" 23801 to 24000, dated 22nd September 1890, for .	1,00,000
" 24001 to 24200, dated 23rd September 1890, for .	1,00,000
" 24201 to 24400, dated 24th September 1890, for .	1,00,000
TOTAL . .	25,00,000

And whereas, with the sanction of the Governor General in Council, the said Municipality is about to issue in substitution for the said debentures noted in the margin, which were for a period of forty years only, certain fresh debentures of the same numbers, dates, and amounts, but for a period of fifty years, and it is desirable that the exemption granted by the said Notification should be extended to these substituted debentures;

In exercise of the powers conferred by Section 8, clause (*b*), of the Indian Stamp Act (I of 1879), the Governor General in Council is pleased to declare that the exemption granted by the Notification above referred to in respect of the debentures of the numbers, dates, and amounts noted in the margin shall apply to the substituted debentures of the same numbers, dates, and amounts about to be issued by the said Municipality.

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 14th October, 1892.

ORGANISATION.

NATIVE ARMY.

No. 976.—In continuation of G. G. O. No. 537 of 1891, it is notified that the conversion of the 26th Bombay Infantry will take place with effect from the 1st November 1892, and that the native officers, non-commissioned officers and men now serving in this corps will be disposed of in the manner hereinafter stated.

2. The men entertained for the reorganised regiment will be enlisted for general service, but, except on emergency or when required for field service, they will be required to serve only above the passes in Baluchistan or on the frontier.

3. The 26th Bombay Infantry will be recruited from Pathans and other tribes within the limits and on the borders of the Baluchistan Agency, and its composition will be generally similar to that of the 24th Bombay Infantry.

4. The strength of the regiment will be as laid down in G. G. O. No. 537 of 1891, paragraph 7.

5. Paragraphs 8 to 10 and 12 to 14 of G. G. O. No. 537 of 1891 inclusive are applicable to the 26th Bombay Infantry.

6. The pay and allowances for the native ranks will be the same as for the rest of the Bombay army, and they will receive in addition rations in kind or the money allowance now granted in lieu of free rations to native troops serving in Baluchistan.

7. Soldiers serving in the 26th Bombay Infantry will be liable to transfer to any battalion

to which they may hereafter be linked, as the exigencies of the service may require.

8. The native officers, non-commissioned officers and men now serving in the 26th Bombay Infantry will cease to be borne on the rolls thereof from the 1st November 1892, and will be disposed of as follows :

(*a*) Native officers, non-commissioned officers and men who have completed 25 years' service and upwards will be transferred to the pension establishment on the superior rates of pensions specified in article 500 (*a*), Army Regulations, India, vol. I, part II.

(*b*) Native officers, non-commissioned officers and men who have completed 14 years' service and have less than 25 years' service will be transferred to the pension establishment on the ordinary rates of pension, with a bonus of one month's pay (including good-conduct pay) for every two years' service.

(*c*) Native officers, non-commissioned officers and men of more than 10 and less than 14 years' service, with the exception of those sepoys who may be permitted to volunteer for other regiments or the reserve, will be transferred to the pension establishment on two-thirds of the ordinary rate of pension and a bonus of three months' pay (including good-conduct pay).

(*d*) Non-commissioned officers and men of 5 and less than 10 years' service, with the exception of those sepoys who may be permitted to volunteer for other regiments or the reserve, will receive on discharge a gratuity of one month's pay for each year of s rvice, together with an additional bonus of three months' pay as above.

(*e*) Non-commissioned officers and men of less than 5 years' service, with the exception of those sepoys who may be permitted to volunteer for other regiments or for the reserve, will be discharged with a gratuity of six months' pay.

9. The native officers and non-commissioned officers referred to in clauses (*a*), (*b*) and (*c*) of paragraph 8 will receive on discharge the pensions therein laid down irrespective of the periods they may have served in their respective ranks.

10. Transfer to other regiments of the Bombay army or to the reserve will be permitted to carefully selected sepoys belonging to classes which it is considered desirable to retain on the terms allowed in the cases of the 33rd, 38th, 39th, and 40th Bengal Infantry in G. G. O. No. 1110 of 1890.

11. Free passes by rail to their homes will be given to all native officers, non-commissioned officers and men discharged on pension or gratuity under these orders.

12. The certified cost involved in change of uniform and equipment will be allowed to soldiers transferred to other regiments.

13. The restriction as to the number of men (160) permitted to belong to the reserve of any one battalion is temporarily suspended in regard to the sepoys of the 26th Bombay Infantry allowed to volunteer for the reserve.

14. Reservists of the present 26th Bombay Infantry will be allowed the option of joining the reserves of the battalions now linked to that regiment.

15. The British officers now serving with the regiment, unless they remain with the reorganised battalion or are transferred to other regiments, will be eligible to draw their present allowances up to, and for, the 30th November 1892.

16. The band and other regimental institutions of the 26th Bombay Infantry will remain with the reorganised corps.

17. The uniform of the regiment will be the same as that now laid down for the Baluch battalions, a drab coat and *pagri* being substituted for those now worn.

18. The re-formed regiment will be armed with Martini-Henry rifles.

19. A band and pipers is sanctioned for the corps.

20. The reserve regulations will not be made applicable to the reorganised regiment for the present.

21. Any subsidiary orders that may be necessary to carry into effect the arrangements set forth above will be issued by the Government of Bombay and His Excellency the Commander-in-Chief of the Bombay Army.

FIELD OPERATIONS.

LUSHAI.

No. 977.—The Most Hon'ble the Viceroy and Governor General of India in Council is pleased to direct the publication of the subjoined correspondence, including a letter from the Adjutant-General in India, submitting, under the orders of the Commander-in-Chief in India, reports received from the General Officer Commanding the Assam District describing the operations of the Eastern Sonai (Aijal) Column during the late rising in the Lushai Hills.

2. It is to be understood that the reports now published are not "despatches."

No. 3203-B.,—"*Field Operations—Lushai*,"— dated Simla, the 5th October, 1892.

From—The Secretary to the Government of India, Military Department,

To—The Adjutant-General in India.

I am desired to acknowledge the receipt of your letter No. 5300-A,—"*Field Operations—Lushai*,"—dated the 20th August 1892, forwarding reports on the operations of the Eastern Sonai (Aijal) Column during the recent rising in the Lushai Hills.

2. With reference thereto, I am to say that the Government of India fully appreciate the good work done by the Aijal Column, and concur in the commendation bestowed on the

officers named in your letter under reply.* I am further to express the satisfaction of the Government of India at the results achieved by the exertions of these officers and of the troops and police who took part in the operations.

* Lieutenant-Colonel Rennick, 18th Bengal Infantry.
Lieutenant Edwards, 18th Bengal Infantry.
Lieutenant Roddy, 42nd Gurkha Rifles.
Lieutenant Johnson, 1-5th Gurkha Rifles.
Surgeon-Captain Evans, 18th Bengal Infantry.

3. A copy of this letter will be forwarded to the Home Department with a request that an expression of the appreciation of the Government of India of the services of Captain Loch, Commandant, Surma Valley Military Police Battalion, who commanded the column, may be conveyed to that officer.

No. 5300-A,—"*Field Operations—Lushai*,"—dated Simla, the 20th August 1892.

From—The Adjutant-General in India,

To—The Secretary to the Government of India, Military Department.

I have the honor, by direction of the Commander-in-Chief, to forward the accompanying reports† on the operations of the Eastern Sonai (Aijal) Column during the recent rising in the Lushai Hills.

† Assam District memorandum No. 2263, dated 18th July 1892, with enclosures.
Assam District letter No. 706, dated 5th August 1892.

2. Lord Roberts concurs in the commendations bestowed by Brigadier-General Channer, C.B., V.C., Commanding the Assam District, on the following officers:

Lieutenant-Colonel R. H. F. Rennick, 18th Bengal Infantry.

Captain G. H. Loch, Commandant, Surma Valley Military Police Battalion.

Lieutenant R. M. Edwards, 18th Bengal Infantry.

Lieutenant H. H. Roddy, 42nd Gurkha Rifles.

Lieutenant C. R. Johnson, 1st Battalion, 5th Gurkha Rifles.

Surgeon-Captain J. F. Evans, M.B., 18th Bengal Infantry.

And I am to suggest that the Government of India may be pleased to express their approbation of the services rendered by these officers, and of the exertions of the troops and police under their command.

No. 246, dated Silchar, the 14th July 1892.

From—LIEUTENANT-COLONEL R. H. F. RENNICK, Commanding at Aijal,

To—The Deputy Assistant Adjutant-General, Assam District,

I have the honor to submit, for the information of the General Officer Commanding and such action as he may deem expedient to take, the accompanying report from Captain G. H. Loch, Commandant, Surma Valley Military Police Battalion, on the purely military operations of the Eastern Sonai (Aijal) Column during the recent rising in the Lushai Hills.

2. On the 31st March 1892 I had the honor of reporting to you on the march of the detachment of the 18th Bengal Infantry by the Rengti road to Changsil and Aijal, the timely arrival of which prevented the Western Lushais joining the Eastern Lushais in their rising.

The enemy were gathering in numbers all round as well as growing in boldness, as men were being shot down, two or three a day, at the water *ghats* in the jungles, within a hundred yards of the stockades, and on the line of communications.

3. The situation was most serious, and had to be faced. There was no use asking for further reinforcements, as they would not have reached in time, and the demand would have only alarmed Government and not helped us against the Lushais. Therefore, I determined with Mr. R. B. M'Cabe, Political Officer, North Lushai Hills, to at once clear the water *ghats* and the jungle round the stockades, to ensure our safety, and to complete the Sonai-Aijal road as soon as possible in order to assume the offensive before the rains had set in. The working parties of the 18th Bengal Infantry did most of this work, and made the better half of the Sonai-Aijal road, which hereafter proved so very useful. I also prevailed upon Mr. M'Cabe to give up his idea of proceeding south in two columns against Bungteya, and to attack the group of villages belonging to the powerful Poibois.

These facts have already been noted in my journal of the 30th March 1892, and have, I consider, in no small degree contributed to the success of the subsequent political and military operations.

4. From the date of the arrival of the detachment of the 18th Bengal Infantry at Changsil on the 17th March to the 10th June 1892 the men of both the 18th Bengal Infantry and the Surma Valley Military Police Battalion had a most arduous time of it for three months. The men on an average had a night in bed, and at times were on standing duty. They had to escort convoys, patrol roads and jungles, visit suspicious and refractory villages, keep up some fifty miles of line of communication, and to carry on a constant guerilla warfare. The men of both battalions most cheerfully answered all calls of duty, and behaved spendidly. I beg leave to bring their conduct to the special notice of the General Officer Commanding.

5. I have already noted from time to time in my journal, which I ceased to submit after the return of the Eastern Sonai Column to Aijal, the various measures I had taken at Aijal and Changsil to provide shelter and guard against sickness and also the efforts made to keep Mr. M'Cabe in the field as long as possible to enable him to make a finish of the political negotiations.

6. Captain Loch showed considerable ability, dash, and discretion in the conduct of all the operations and night marches in a country physically the most difficult in India troops were ever called upon to serve in, especially at a time of the year when the rainy season had set in. As an officer of the regular army, although in civil employ, I would beg leave to submit his name for the favorable consideration of the General Officer Commanding, as well as those of

Lieutenants R. M. Edwards, 18th Bengal Infantry, and H. C. Tytler, 11th Bengal Infantry, and Surgeon-Captains J. F. Evans, M.B., and H. B. Melville, M.B., he mentions in his report.

7. I would also beg to mention the names of Captain G. S. Goldsmid, who held Changsil during a very trying part of the year, and carried out all orders and requisitions to my entire satisfaction; and Conductor Brown of the Commissariat Department, who had charge of the transport bullocks, and handled them judiciously.

No. 601.

Forwarded to the Adjutant-General in India. Colonel Rennick's report speaks for itself, and I presume that Mr. M'Cabe's report as Political Officer in charge of the Lushai operations will be sent in to Government, and a copy of it sent me. Until I receive that, I would prefer not making any remarks, except that from the duty state of the detachment of the 18th Bengal Infantry in Lushai I am able to state that Surgeon-Captain Evans must have paid most careful attention to the health of the troops,—an all-important factor in a climate like that of Lushai.

SHILLONG;
The 19th July 1892.

G. N. CHANNER,
Brigadier-General,
Comdg. Assam District.

Dated Fort Aijal, North Lushai, the 29th July 1892.

From—CAPTAIN G. H. LOCH, Commandant, Surma Valley Military Police Battalion,

To—The Officer Commanding at Aijal.

I have the honor to submit the following report on the operations of the Eastern Sonai (Aijal) Column during the recent rising in the Lushai Hills.

The column was composed as follows:

75 rifles of the 18th Bengal Infantry, under Lieutenant Edwards;

225 rifles of the Military Police under Lieutenant Tytler, Assistant Commandant, Military Police, with Lieutenants Roddy, 42nd Gurkha Rifles, and Johnson, 5th Gurkha Rifles, attached to the Military Police;

Total 300

Surgeon-Captains Evans, 18th Bengal Infantry, and Melville, Civil Surgeon, North Lushai, accompanying the column as medical officers: 140 rounds of ammunition per man was taken,—75 carried by the men, 65 by the *coolies* in reserve. About 260 Khasia *coolies* provided the transport required.

The column left Aijal on the morning of 10th April, and marched to the Sonai river, distance twelve miles, camping on the banks of the stream. The enemy fired at the flanking parties of the advance guard on the road down, doing us no damage. On the 11th, about mid-day, Fort Lalbura was reached, the whole column with difficulty finding accommodation. On the night of the 12th the enemy fired several shots over the fort, doing no harm.

As the moon was full, it was decided to make a night march towards Poiboi's villages with a view, if possible, to surprise them. The column accordingly marched at 7-30 on the evening of the 12th. In order to draw off the enemy's attention, a force of 50 men, under a native officer, from the garrison of the fort, made a reconnaissance in the opposite direction to the march of the column, along the road to Bungteya's villages. They came across the enemy in some force, and, driving them back along the road, returned to the fort just before the march of the column.

The march of the latter along the road to Poiboi was much delayed owing to night-blindness amongst the *coolies*; so much so, that after 13½ hours' continuous marching the column found itself at 9 o'clock the next morning on the banks of the Tui Rini stream, still five miles and a half short of Poiboi's villages. As the *coolies* were tired out, a halt had to be called and camp formed on the banks. During the day a few of the enemy were seen to the west of the stream, and driven across the river.

At 2 o'clock on the night of the 14th camp was struck, and the advance on Poiboi continued. After a steep ascent of two miles and a half the enemy opened fire on the head of the column from a hill flanking the left of the road, and a short time afterwards from a stockade directly to our front. We kept down their fire by steady volleys from the main body of the 18th Bengal Infantry, and the advance guard of Military Police, after a few volleys, rushed the stockade in our front. Our casualties were one sepoy of the Military Police mortally wounded. The advance was continued up the ridge, but before the top was reached the enemy had succeeded in setting fire to the village of Labehnias, an outlying village of Poiboi's. The main village, at which greater resistance was expected, was about two miles distant, and after a short halt the advance was continued. A main stockade and two smaller flanking ones had been constructed by the enemy commanding the road. These were soon carried, the enemy only holding them in a half-hearted manner. As they bolted, the enemy set fire to the village in several places, and an advance of the column at the double was made to try and save accommodation for the troops. About 50 houses were saved out of 800—25 at each end of the village. As the north end was the better position of the two, it was decided to occupy it; the southern end was therefore burnt. From the 14th April to the 29th April the column halted at Poiboi's.

During that time small parties were out continuously, and destroyed all the grain that could be found. Large quantities were also found hidden in the village and burnt. Small parties of the enemy were frequently come cross by our parties and dispersed.

On the 25th April two parties of 75 rifles each—one under Lieutenant Edwards, 18th Bengal Infantry, with Lieutenant Roddy, and one under myself, with Lieutenant Tytler—left Poiboi's,—the former to scour the country near the Sonai as far as the site of the old Sonai bazar; and the latter, the valleys of the Chilfel range. Both parties returned on the 28th to Poiboi's, having been successful in surprising encampments of the enemy and capturing a large amount of live-stock, clothing, guns, *dahs*, &c.

On the 30th April the column left Poiboi's village, burning the houses which had been occupied. Rain had been descending steadily all the morning, making the marching heavy and

difficult; one stream had to be crossed waist-high six times in two miles, and the crossing of the Tui Rini river occupied six hours, the only means of crossing being an old cane suspension bridge, which was so rotten that only half a dozen men could go across at one time. The column did not get into Lalbura Fort till 6 A.M. the next day, having been continuously on the march for twenty-three hours without a halt; but the men and transport stood it wonderfully well, not a man or a *coolie* falling out.

From the 1st to the 5th May the column halted at Fort Lalbura, preparing for the advance on Bungteya. Convoys had to be sent to the post on the Sonai to bring up rations required for the force. These were stored at Fort Lalbura, to be taken on subsequently to Bungteya.

Owing to sickness amongst the *coolies*, the force for Bungteya had to be reduced to 250 rifles. The moon again serving, it was decided to make another night march.

The column left Fort Lalbura at 7-30 on the evening of the 6th May, and at daybreak had got within six miles of Bungteya. After a short halt, to enable the troops to have some food, the advance continued. About three miles from Bungteya the first of a series of stockades was come across. Much judgment had been exercised by the enemy in the choice of positions for these stockades, and they were strongly and scientifically built. The enemy was evidently taken by surprise, as the first three stockades were not held. The fourth stockade was, however, occupied, and was for a time obstinately held. A rush by the advance guard of Military Police, closely supported by the 18th Bengal Infantry, covered by volleys from the main body, caused the enemy to abandon it and bolt, and they were pursued by a small party of Military Police down the hill-side. The road to the village, which lay some 1,000 feet below the ridge, and about 1,000 yards to the east of it, was now open. A party of the 18th was told off to fire long distance volleys on any groups of Lushais they might see in the village in order to prevent them setting fire to the houses. In the meanwhile the column descended the ravine, and, ascending the spurs leading to the village, captured it without difficulty.

The northern part of the village, being on an isolated knoll, and sufficient for the accommodation of the troops, was occupied; the remainder, consisting of about 350 houses, being burnt in the evening.

The column halted at Bungteya from the 7th to the 23rd May, pursuing the same tactics as at Poiboi's.

On the 11th May, a force of 100 rifles of the Military Police, under myself, surprised at night the village of Chinleya, and, camping in the village that night, returned the next day to Bungteya, bringing in the headmen of Chinleya.

On the 24th May, the column, leaving 75 rifles under Lieutenant Roddy to occupy Bungteya, marched to Saitol village, situated to the east of Bungteya, about twelve miles off. The reception at this village was friendly, the people supplying us with pigs, goats, &c. The next day the advance on Maité village was commenced at daybreak. An ascent of 2,000 feet brought us to the Saitol Klang ridge, whence the road runs along the crest towards Maité. We passed about 1,000 feet above the village of Chinleya, which the enemy commenced burning, evidently thinking that the village was our objective. At Maité, however, we knew that the Chief Lalbura had collected the remnant of his fighting men; so we left Chinleya to burn itself out. About six miles from Maité, at a very difficult and precipitous part of the path, the enemy had erected a strong stockade. Although they were in the act of completing it as we advanced (they were actually working on it), they held it for sometime, and it was with some difficulty that we could bring any front of fire to bear. The stockade was eventually rushed by the advance guard, without loss on our side. Leaving the stockade, the road led down a long spur, and across *jhûmed* land to Maité. At the ridge below the village the enemy were seen, and commenced shouting at us, saying they had no wish to fight; but as we knew this was only a ruse to gain time for their men to come up, we ascended the path to the village, sending round a flanking party on our right. As we neared the top of the ridge, the Lushais opened a hot fire on us from an ambuscade on the left of the road, luckily without any casualties on our side. They were soon driven back, and the village, still half a mile away, was rushed at the double, the enemy firing at us from behind their houses and from the jungle flanking the village.

The column halted at Maité from the 26th to the 29th, sending out small parties daily and destroying large quantities of grain. A large number of goats, pigs, and *mitun* were shot in the village, and eaten by the troops and transport *coolies*.

On the 28th May a party of 80 rifles, under Lieutenant Edwards, surprised an encampment of the enemy on the site of old Maité village (ten miles to the north-east of Maité village), driving them off in the direction of Leukom.

The column left Maité on the 30th May, reaching Bungteya the same day.

On the 1st June Fort Lalbura was again reached, the column finally returning to Aijal on the 8th June, having been absent nearly two months.

In conclusion, I would point out that for the sake of brevity I have mentioned the bare outlines only of the operations. During the greater part of the time the weather was exceedingly unfavourable to the troops, and the manner in which the work was done, and the cheerful spirit in which difficulties and discomforts were faced by all ranks, was beyond all praise.

Though our casualties were few, it would be unfair to infer therefrom that the risks were not great. We had fighting against us a powerful combination of at least four of the strongest of the Eastern Sonai villages, who, at the lowest computation, could have put into the field 1,000 men, all armed with guns, and probably half as many again would not be beyond the mark.

I attribute the smallness of our loss entirely to the fact that our careful flanking, prompt rushing of stockades, and the numerous small parties sent out daily for a distance of some miles from our various halting-places demoralized the enemy, and gave them little or no time for concerted action.

Where all, both officers and men, behaved so well, it may be perhaps invidious to single out individuals; but I feel bound to mention particularly the names of Lieutenants Edwards, 18th Bengal Infantry, and Tytler, Military Police, who by their dash and promptitude in action ensured the success of the operations. Of the services rendered to the column by Surgeon-Captain Evans, M.B., 18th Bengal Infantry, who acted as senior medical officer, I cannot speak too highly. By his untiring energy in camp and on the march, and by his careful treatment of the men, he undoubtedly enabled the force to keep as efficient as it did during a most trying and unhealthy season of the year.

NOTE.—I have not attempted to compute the loss inflicted by us on the enemy, as the well-known custom of the Lushais in invariably carrying off their dead and wounded renders it impossible to make any reliable estimate.

That they lost heavily from the beginning to the end may be assumed from the fact that they own to losses greater than we had anticipated, and their estimate to us would naturally be rather under than over the mark.

No. 706,—"*Field Operations—Lushai*,"—dated Shillong, the 5th August 1892.

From—BRIGADIER-GENERAL G. N. CHANNER, C.B., V.C., Commanding the Assam District,

To—The Adjutant-General in India.

With reference to your *Field Operations—Lushai* No. 4889-A, dated 29th July 1892, I have honor to record the following on the reports furnished (and attached) by Lieutenant-Colonel Rennick, 18th Bengal Infantry, and Captain Loch, Military Police.

2. From personal communication with Mr. M'Cabe, the Political Agent in charge of the Lushai operations, and who arrived on duty in Shillong at the end of June, I am enabled to state, for the information of the Right Hon'ble the Commander-in-Chief, that excellent service was rendered throughout the operations by Lieutenant-Colonel Rennick and his detachment of the 18th Bengal Infantry, and that this officer worked in complete harmony with the Political Agent in an undertaking which was essentially a civil affair. Lieutenant-Colonel Rennick gave the greatest assistance in pushing up convoys of provisions, in employing his men in road-making, in sanitation and housing of the troops, and in keeping the Western Lushais in check.

3. The detachments of the 18th Bengal Infantry employed separately on punitive expeditions were under command of Lieutenant and Adjutant R. M. Edwards, and did good service throughout. The officers attached for duty to the Police—namely, Lieutenant H. H. Roddy, 42nd Gurkha Rifles, and Lieutenant C. R. Johnson, 1-5th Gurkha Rifles—were also reported to me by Mr. M'Cabe as having done willing and good work. I regret to state that Lieutenant Johnson's health completely broke down on return to the base, and that he will have to be invalided home from the effects of malarious fever contracted on service.

4. As regards Surgeon-Captain J. F. Evans, M.B., 18th Bengal Infantry, I have much pleasure in reporting, for Lord Roberts' information, the unremitting care this officer displayed towards the sick of all ranks. To Surgeon-Captain Evans' energy and watchful care the 18th are indebted for a low sick report in a notoriously unhealthy part of the world. I have already myself thanked Surgeon-Captain Evans in District Orders for his medical zeal and energy, and trust that Lord Roberts will feel that this officer's services are worthy of being brought to the notice of Government.

5. Of Captain Loch, commanding the Sonai Military Police, I have no personal knowledge, but he agrees in his report with my recommendations regarding Lieutenants Roddy and Johnson and Surgeon-Captain Evans.

6. Finally, in my capacity as General Officer Commanding the Assam District, I beg to place on record my high sense of the able and cheerful manner in which Lieutenant-Colonel Rennick worked his detachment, composed as they were of Hindustanis from the plains, unused to dense jungle hills; and I am aware that Mr. M'Cabe agrees with me in thinking that a large measure of the success attained by the Lushai operations was due to Lieutenant-Colonel Rennick's zeal, energy, and hearty co-operation, and I beg to bring his name forward for the favor of Lord Roberts' consideration.

APPOINTMENTS.

STAFF CORPS.

No. 978.—The undermentioned officers, having completed eighteen months' probationary service, are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenant Edward Mary Joseph Molyneux, 3rd Dragoon Guards, officiating Squadron Officer, 12th Bengal Cavalry,—1st March 1891.

Second-Lieutenant John Rutter Carden, the Royal Scots, officiating Wing Officer, 15th Bengal Infantry,—3rd January 1891.

Second-Lieutenant Carden will rank as Lieutenant in the Indian Staff Corps from the 3rd January 1891, subject to Her Majesty's approval.

No. 979.—The undermentioned officers are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenant Charles Hesketh Grant Moore, West Yorkshire Regiment, officiating Wing Officer, 26th Madras Infantry,—11th September 1891.

Second-Lieutenants—

Thomas George Pasley Lawrenson, Royal Inniskilling Fusiliers, officiating Wing Officer, 6th Madras Infantry,—8th March 1891.

Frederick Welman Hawks, Loyal North Lancashire Regiment, Wing Officer, 19th Madras Infantry,—4th August 1891.

Second-Lieutenants Lawrenson and Hawks will rank as Lieutenants in the Indian Staff Corps from the above dates, subject to Her Majesty's approval.

FURLOUGH AND LEAVE.

No. 980.—The undermentioned officer is granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:

Lieutenant F. G Cardew, Indian Staff Corps, Squadron Officer, 10th Bengal Lancers, for one year. Pension service—10th year commenced 10th March 1892.

No. 981.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty:

Lieutenaut-Colonel G. M. Abbott, Indian Staff Corps, Commandant, 19th Bengal Lancers, for one year. Pension service—30th year commenced 31st March 1892.

Major F. D. Welchman, Indian Staff Corps, Wing Commander and second in-command, 4th Infantry, Hyderabad Contingent, for one year. Pension service—22nd year commenced 30th November 1891.

Captain M. Cowper, Indian Staff Corps, Squadron Officer, 10th Bengal Lancers, Assistant Inspecting Officer, Kashmir and Punjab Imperial Service Cavalry, for nine months. Pension service—13th year commenced 11th August 1892.

Lieutenant P. G. Shewell, Indian Staff Corps, Military Accountant, 3rd class, for one year. Pension service—7th year commenced 25th November 1891.

Lieutenant W. L. Malcolm, Indian Staff Corps, Wing Officer, 31st Bengal Infantry, for one year. Pension service—6th year commenced 27th October 1891.

No. 982.—The undermentioned officer is granted furlough out of India:

Major H. N. Webb, Indian Staff Corps, 5th Bengal Cavalry, Superintendent of Reserve Depot, Saharanpur, (p. a.) for 364 days, under rule I of the regulations of 1875.

No. 983.—The undermentioned officer is granted leave to proceed out of India on medical certificate under article 920-F, Army Regulations, India, vol. I, part I; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:

Lieutenant W. Scott, Deputy Assistant Commissary, Ordnance Department, Head Overseer, Small Arms Ammunition Factory, Dum Dum, for one year.

No. 984.— The undermentioned officers and warrant officer have been granted extensions of furlough by the Secretary of State for India:

Captain F. G. Atkinson, Indian Staff Corps, Squadron Commander, 13th Bengal Lancers, (m. c.) for two months.

Lieutenant L. A. Forbes, Indian Staff Corps, 39th Bengal Infantry, (m. c.) till 2nd April 1893.

Lieutenant H. L. Fleming, Indian Staff Corps, 36th Bengal Infantry, (m. c.) for six months.

Lieutenant R. V. Davidson, Indian Staff Corps, Wing Officer and Quartermaster, 13th Bengal Infantry, (m. c.) for six months.

Surgeon-Lieutenant-Colonel W. A. C. Roe, Civil Surgeon, Multan, (p. a.) for seven days without pay.

Sub-Conductor E. Richardson, Ordnance Department, (p. a.) for four months.

LONDON GAZETTE.

No. 985.—The following extracts are published for general information:

"London Gazette," dated the 16th September, 1892, pages 5276 and 5277.

INDIA OFFICE;
16th September, 1892.

The Queen has approved of the following promotions among the officers of the Staff Corps and Indian Medical Services, and admissions to the Staff Corps, made by the Government of India:

INDIAN STAFF CORPS.

To be Lieutenant-Colonels.

Major Charles William Henry Sealy. Dated 17th July 1892.

Major Francis Richard Begbie. Dated 20th July 1892.

To be Majors.

Captain Harry John Bolton. Dated 17th July 1892.

Captain and Brevet Major Harry Heptinstall Rose Heath. Dated 24th July 1892.

The promotion of Captain William Grenville Mansel to the rank of Major, notified in the *London Gazette* of the 15th March 1892, is antedated to the 30th December 1891.

To be Captains.

Lieutenant Thomas Roger Arundel Gayer Montgomery. Dated 5th October 1889.

Lieutenant Wallace Christopher Ramsay Stratton. Dated 26th July 1892.

To be Lieutenants.

Lieutenant Charles Walter Tribe from the Royal Marine Light Infantry. Dated 13th October 1890, but to rank from 28th September 1888.

Lieutenant Henry Coape-Smith from the Royal Inniskilling Fusiliers. Dated 26th November 1890, but to rank from 21st November 1888.

Second-Lieutenant Henry Andrew Lash from the Devonshire Regiment. Dated 19th March 1890.

Lieutenant James Knighton Condon from the Manchester Regiment. Dated 30th July 1890, but to rank from 9th July 1890.

Second-Lieutenant Frederick William Hughes Forteath from the Highland Light Infantry. Dated 30th August 1890.

Second-Lieutenant Hugh Frederick Bateman Champain from the West Yorkshire Regiment. Dated 3rd January 1891.

Lieutenant Ernest Douglas Money from the Lincolnshire Regiment. Dated 4th March 1891, but to rank from 14th January 1891.

MADRAS SUBORDINATE MEDICAL ESTABLISHMENT.

Senior Apothecaries, second grade, ranking as Honorary Lieutenants, to be Senior Apothecaries, first grade.

George Edwin King. Dated 9th December 1891.

Jonathan Chadwick. Dated 5th January 1892.

Edmund Trutwein. Dated 9th March 1892.

BOMBAY SUBORDINATE MEDICAL ESTABLISHMENT.

To be Senior Apothecary, second grade, ranking as Honorary Lieutenant.

Apothecary, first grade, Sebastian Rebeiro. Dated 24th June 1892.

The Queen has also approved of the retirement from the service of the undermentioned officers:

Colonel Arthur John Tregonwell Welchman, Bengal Infantry. Dated 16th August 1892.

Surgeon-Lieutenant-Colonel John Edward Charnock Ferris, Bengal Medical Establishment. Dated 1st August 1892.

"London Gazette," dated the 20th September, 1892, page 5333.

WAR OFFICE;

Pall Mall, 20th September, 1892.

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MEMORANDA.

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INDIAN STAFF CORPS.

The undermentioned Colonels are transferred to the unemployed supernumerary list:

Charles John Anderson. Dated 2nd September 1892.

Thomas Cadell, V.C. Dated 5th September 1892.

MEDALS.

HUNZA-NAGAR.

No. 986.—The Viceroy and Governor-General in Council has much pleasure in announcing to the Army that Her Majesty the Queen, Empress of India, has been graciously pleased to approve of the grant of the India medal of 1854, with a clasp inscribed "HUNZA, 1891," to all the troops and followers, including the Kashmir Imperial Service Troops, who were employed in the late Hunza-Nagar expedition, and who entered the Hunza-Nagar territory between the 1st and the 22nd December 1891, both dates inclusive.

2. His Excellency the Commander-in-Chief is requested to issue the necessary subsidiary orders for the submission of medal rolls in accordance with the instructions given in War Office Army Order No. 168 of 1892.

PROMOTIONS.

NATIVE ARMY.

No. 987.—*18th Bengal Lancers*—

Pay-Dafadar Khan Muhammad Khan to be Jemadar, *vice* Hukam Singh, transferred to the 3rd Bombay Cavalry, with effect from the 15th September 1892.

No. 988.—*5th Bengal Infantry*—

Jemadar Guláb Khan's promotion has effect from the 1st and not 2nd April 1892, as notified in G. G. O. No. 879 of 1892

No. 989.—*25th Bengal Infantry*—

Jemadar Devi Singh to be Subadar, *vice* Râm Kishan, transferred to the pension establishment, with effect from the 16th July 1892.

Havildar Ganda Singh to be Jemadar, *vice* Sundar Singh, transferred to the pension establishment, with effect from the 25th September 1892.

RETIREMENTS.

No. 990.—Lieutenant Robert Giltrap, Deputy Assistant Commissary, Ordnance Department, is permitted to retire from the service, with effect from the 13th September 1892.

REWARDS.

GOOD SERVICE PENSIONS.

No. 991.—It is notified that, on the recommendation of the Government of India, Her Majesty's Government has been pleased to confer a good service pension on the undermentioned officer, with effect from the date specified:

In place of Colonel W. P. Dicken, C.B., D.S.O., Indian Staff Corps, who succeeded to the colonel's allowance on the 9th December 1891:

SURGEON-MAJOR-GENERAL WILLIAM FREDERICK DEFABECK, M.D., INDIAN MEDICAL SERVICE, SURGEON-GENERAL WITH THE GOVERNMENT OF MADRAS.

Dates of Commissions.

Assistant Surgeon, Army Medical Department .	10th June 1855.
Assistant Surgeon, Madras Medical Service . .	29th January 1857.
Surgeon . .	29th January 1867.
Surgeon-Major .	29th January 1869.
Brigade-Surgeon .	27th February 1885.
Deputy Surgeon-General . .	28th March 1886.
Surgeon-General .	29th May 1890.

APPOINTMENTS.

Army Medical Department.

Medical charge of troops to Malta and Balaclava,—July 1855 to August 1855.

Doing duty in the General Hospital, Balaclava, and in medical charge, Head-Quarters Escort and Commander-in-Chief's Camp before Sevastopol,—August 1855 to June 1856.

Indian Medical Service.

Regimental duty, in medical charge, 5th Battalion, Madras Artillery, "C" Company, 5th Battalion, Madras Artillery, left wing 27th Madras Native Infantry, 4th Madras Native Infantry, and 52nd Madras Native Infantry,—June 1857 to June 1860.

Civil Surgeon, Kurnool and Chittoor,—June 1860 to December 1866.

In medical charge, 6th Madras Native Infantry, Central and Sub-Jail, Vellore,—December 1866 to May 1869.

In medical charge, 6th Madras Native Infantry, and station of Nagode,—May 1869 to January 1874.

Attached to the 1st Madras Native Infantry,—January to May 1874.

Acting Civil Surgeon, Moulmein,—May 1874 to April 1877.

Civil Surgeon, Moulmein (with medical charge of Moulmein Central Jail), Port Health Officer, and Superintendent of Lock Hospital,—April 1877 to October 1885.

Acting Deputy Surgeon-General, Nagpore Force and Central India Residency,—October 1885 to March 1886.

Deputy Surgeon-General, Nagpore Force and Central India Residency,—March 1886 to November 1889.

Deputy Surgeon-General, Myingyan and Mandalay districts,—November 1889 to May 1890.

Surgeon-General with the Government of Madras,—May 1890 to date.

War Services.

Crimea, 1855-56—Siege and capture of Sevastopol.—(Medal and clasp.)

India, 1857-58.—(Medal.)

ORDER OF BRITISH INDIA.

No. 992.—The Governor-General in Council is pleased to sanction the admission to the Order of British India, as supernumeraries on the Madras list until absorbed by the occurrence of vacancies, of the undermentioned native officers, in recognition of the good service rendered by them during the recent operations in Burma and the Chin Hills:

MADRAS.

To the 2nd class, with the title of "Bahadur."

Subadar Abdur Rahim, 4th Regiment of Madras Infantry (Pioneers).

Jemadar Abdullah Khan, 4th Regiment of Madras Infantry (Pioneers).

VOLUNTEER CORPS.

PROMOTIONS.

No. 993.—*1st Battalion, Calcutta Volunteer Rifle Corps*—

Captain Avetoom Thaddeus Avetoom is granted the honorary rank of Major.

No. 994.—*Mussoorie Volunteer Rifle Corps*—

Mr. Frank Fitzherbert to be Second-Lieutenant, *vice* Tweedy, promoted.

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 7th October, 1892.

No. 354.—The services of Mr. E. G. J. McCudden, Executive Engineer, 2nd Grade, State Railways, are, on his return from leave, placed at the disposal of the Director General of Railways for employment on the Cuttack-Midnapur-Howrah Railway Survey.

No. 355.—Mr. F. Wolley-Dod, Executive Engineer, 2nd Grade, sub. *pro tem.*, State Railways, is temporarily attached to the Office of Consulting Engineer to the Government of India for State Railways.

The 11th October, 1892.

No. 356.—*Rai* Pundit Prem Nath *Bahadur,* Government Examiner of Accounts, Bengal-Nagpur Railway Company, is appointed Examiner of Accounts, Oudh and Rohilkhand Railway.

No. 357.—Mr. W. B. Gray, Examiner of Accounts, Oudh and Rohilkhand Railway, is appointed Government Examiner of Accounts, Bengal-Nagpur Railway Company.

No. 358.—The services of the undermentioned State Railway officers are lent to the Assam-Bengal Railway Company, Limited:

Major J. Burn-Murdoch, R.E., Executive Engineer, 2nd Grade.

Mr. M. J. Chabrel, Executive Engineer, 2nd Grade, sub. *pro tem.*

Rai Sahib Kali Sunker Chatterjee, Executive Engineer, 3rd Grade, sub. *pro tem.*

Mr. E. J. Alexander, Executive Engineer, 4th Grade, sub. *pro tem.*

Mr. J. Willcocks, Executive Engineer, 4th Grade, sub. *pro tem.*

Mr. J. G. M. O'Hara, Assistant Engineer, 2nd Grade.

No. 359.—The services of the undermentioned State Railway officers are, on their return from leave, lent to the Assam-Bengal Railway Company, Limited:

Mr. R. S. J. Routh, Executive Engineer, 3rd Grade.

Mr R. S. Strachey, Assistant Engineer, 1st Grade.

The 12th October, 1892.

No. 360.—Mr. G. E. Moore, Executive Engineer, 1st Grade, State Railways, is, on return from leave, appointed to officiate as Deputy Consulting Engineer to the Government of India for Railways, Calcutta.

No. 361.—Mr. W. J. Greer, Executive Engineer, 3rd Grade, Punjab, is permitted to retire

from the service of Government, with effect from the forenoon of the 4th October 1892.

No. 362.—In continuation of Public Works Department Notification No. 344, dated the 29th September 1892, Mr. H. A D. Wathen, Examiner of Accounts, is appointed to officiate in Class III of Examiners.

The 13th October, 1892.

No. 363.—Mr. H. W. Warden, Executive Engineer, 1st Grade, State Railways, is, on return from leave, appointed Consulting Engineer to the Government of India for Railways, Assam, with the rank of Superintending Engineer, 3rd Class, temporary.

The 14th October, 1892.

No. 364—Mr. F. Latham Brown, Examiner of Public Works Accounts, on special duty, is, until further orders, placed in charge of the office of Deputy Examiner of Accounts, State Railway Stores, and of the portion of the Office of the Accountant General, Public Works Department, left in Simla, in addition to his special duty.

No. 192-T.E., dated Simla, the 12th October, 1892.

RESOLUTION—By the Government of India, Public Works Department.

Constitution of the 1st Grade of Class IV of the Superior Establishment of the Indian Telegraph Department as a distinct class.

Read—

Despatches to the Secretary of State, Nos. 34 Public Works and 10 Telegraph, dated respectively the 31st May and 5th July 1892.

Despatch from the Secretary of State, No. 18 Telegraph, dated 31st August 1892.

RESOLUTION.—The Government of India is pleased, with the concurrence of Her Majesty's Secretary of State for India, to sanction, with effect from the 21st September 1892, the constitution of the 1st Grade of Class IV Superintendents of the Indian Telegraph Department as a distinct class, with the designation of "Chief Superintendent," and to allow temporary service in this class to count towards the special additional pension of Rs. 1,000 per annum according to the provisions of Articles 714 and 715 of the Civil Service Regulations. The orders governing temporary and officiating promotions in the Indian Telegraph Department were conveyed to the Director General of Telegraphs in Public Works Department letter No. 50 T. E., dated 19th March 1890. The attention of the Director General is also invited to the orders regarding selection for promotion to the rank now designated as "Chief Superintendent" conveyed in Public Works Department letter No. 178T. E., dated 31st December 1887, which apply equally to temporary as to permanent promotion to that grade.

2. The classification of the superior establishment of the Indian Telegraph Department will therefore in future be as follows, and is in supersession of that published in Public Works Department Notification No. 322, dated the 21st October 1887:

Existing classification.	Imperial Service salaries.	Classification now sanctioned.	Imperial Service salaries.
	Rs.		Rs.
Class I. Director General ...	3,000	Class I. Director General ...	3,000
„ II. Deputy Director General ...	2,000	„ II. Deputy Director General ...	2,000
„ III. Director	1,600	„ III. Director	1,600
„ IV. Superintendent, 1st Grade ...	1,125—75—1,500	„ IV. Chief Superintendent ...	1,125—75—1,500
„ IV Superintendent, 2nd „ ...	1,000	„ V. Superintendent, 1st Grade ...	1,000
„ IV Superintendent, 3rd „ ...	850	„ V. Superintendent, 2nd „ ...	850
„ V. Assistant Superintendent, 1st Grade.	700	„ VI. Assistant Superintendent, 1st Grade.	700
„ V. Assistant Superintendent, 2nd Grade.	550	„ VI. Assistant Superintendent, 2nd Grade.	550
„ VI. Assistant Superintendent, 1st Grade.	400	„ VII. Assistant Superintendent, 1st Grade.	400
„ VI. Assistant Superintendent, 2nd Grade.	300	„ VII. Assistant Superintendent, 2nd Grade.	300

ORDER.—Ordered, that this Resolution be forwarded to the Director General of Telegraphs for information and guidance, and that it be published in Part I of the *Gazette of India.*

Ordered also, that it be forwarded to the Finance* and Commerce Department, in continuation of Public Works Department No. 133T.E., dated the 27th July 1892, and to the Accountant General, Public Works Department, for information.

* With copy of Despatch from the Secretary of State, No. 18 Telegraph, dated 31st August 1892.

F. L. O'CALLAGHAN,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, OCTOBER 15, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART V.

Bills introduced in the Council of the Governor General of India for making Laws and Regulations, Reports of Select Committees presented to the Council, and Bills published under Rule 22.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced in the Council of the Governor General of India for the purpose of making Laws and Regulations on the 13th October 1892:

No. 11 OF 1892.

A Bill to legalise in certain cases the execution within British India of capital sentences which have been passed by British Courts exercising in or with respect to foreign territory jurisdiction which the Governor General in Council has in such territory.

WHEREAS a capital sentence is occasionally passed by a British Court exercising in or with respect to foreign territory jurisdiction which the Governor General in Council has in such territory;

And whereas there may be in such territory no secure place for the confinement of a prisoner under sentence of death or no suitable appliances for his execution in a decent and humane manner;

It is hereby enacted as follows:—

Execution in British India of certain capital sentences not ordinarily executable there.

1. (1) When a person sentenced to death by a British Court in the exercise of such jurisdiction as is referred to in the first paragraph of the preamble to this Act is to be executed, and, in the opinion of the Court, should for any such reason as is referred to in the second paragraph of the said preamble be executed in British India, the Court shall issue its warrant for his execution to the superintendent or keeper of a jail in British India, and shall in such warrant prescribe, as nearly as may be, the place in British India where such superintendent or keeper is to cause the execution to be carried out.

(2) The jail in British India to which the Court is to send its warrant shall be such as the Governor General in Council, or a Local Government authorised by him in this behalf, may by general or special order direct.

STATEMENT OF OBJECTS AND REASONS.

THE passing of an enactment in the sense of this Bill has been recommended by the Governor of Bombay in Council in whom the political control of the Kattiawar and other States is vested. The States in Kattiawar alone are between four and five hundred in number, and most of them are very small, their jurisdiction extending in many cases to one or two villages only, and in some cases to a fraction of a village.

Criminal jurisdiction in serious cases is exercised with respect to most of these States by Courts presided over by British Political Officers, and cases occasionally occur in which for one or other, or both, of the reasons set forth in the preamble to the Bill it is expedient that sentences should be carried into effect in British India. In the case of sentences of imprisonment this is already provided for by law, but no provision of the like nature has hitherto been made for sentences of death, and the present Bill meets this defect with regard to a carefully limited class of such sentences.

The 8th October, 1892.

ALEX. EDW. MILLER.

S. HARVEY JAMES,

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Bill was introduced in the Council of the Governor General of India for the purpose of making Laws and Regulations on the 13th October 1892:

No. 12 OF 1892.

A Bill to remove doubts as to the levy and collection of tolls upon the Lansdowne Bridge over the Indus at Sukkur in the Presidency of Bombay, and for other purposes.

Bom. Act III of 1875. WHEREAS by an Act passed by the Governor of Bombay in Council intituled "an Act for enabling Government to levy tolls on public roads and bridges in the Presidency of Bombay," VIII of 1851. the Act of the Governor General in Council "for enabling Government to levy tolls on public roads and bridges" was repealed as far as it affected the Presidency of Bombay;

And whereas the bridge on the line of the North-Western Railway over the Indus at Sukkur in the said Presidency of Bombay, commonly known as "The Lansdowne Bridge", was made and is repaired at the expense of the Government of India;

And whereas, in consequence of such repeal as aforesaid, doubts have arisen whether or not there is any subsisting authority competent to impose and levy tolls for the use of the said bridge, and it is expedient to remove such doubts;

It is enacted as follows:—

Title, extent and commencement.

1. (*1*) This Act may be called the Lansdowne Bridge Act, 1892.

(*2*) It extends to the whole of British India; and

(*3*) It shall come into force at once.

Levy of tolls.

2. Notwithstanding the repeal of the lastly hereinbefore mentioned Act, VIII of 1851. the Governor General in Council may cause such rates of toll, not exceeding the rates mentioned in the schedule annexed to that Act, as he may think fit to be levied in respect of the said Lansdowne Bridge, and may place the collection of such tolls under the management of such persons as may appear to him proper: and all the provisions of the said last-mentioned Act shall apply to such tolls and the collection and recovery thereof in the same manner as if such provisions were herein re-enacted verbatim.

Validation of past levy of tolls.

3. All tolls heretofore levied or collected upon the said Lansdowne Bridge under the authority of the Governor General in Council or of the Governor of Bombay in Council shall be deemed to have been duly levied and collected under the authority of the said Act as if the same had not been repealed.

Application of Act to public roads and bridges.

4. Where any public road or bridge has been made and is repaired at the expense of the Government of India and no other adequate provision has been made for the levy and collection of tolls thereon, the Governor General in Council may, by notification in the Gazette of India, apply this Act to such road or bridge, and thereupon all the provisions of this Act shall apply to such road or bridge as if the same had been herein named instead of the said Lansdowne Bridge.

STATEMENT OF OBJECTS AND REASONS.

BY Act VIII of 1851, certain Local Governments, including the Government of Bombay, were authorised to levy tolls upon public roads and bridges in their respective territories.

This Act was repealed so far as regards the Presidency of Bombay by Bombay Act III of 1875, and other provisions were thereby made for the levy of tolls in that Presidency. By a very natural oversight these enactments were so worded as only to apply in terms to roads and bridges made and maintained out of Provincial funds, in consequence of which doubts arose as to the proper authority to levy such tolls in the case of roads and bridges in that Presidency which have been made or are maintained at Imperial expense. The present Bill is intended to remove such doubts.

So far as is at present known, the only roadway in respect of which the intervention of the Bill is required is the Lansdowne Bridge on the North-Western Railway, and the Bill has been drawn so as to affect that bridge only; but power is proposed to be taken for the Governor General in Council to extend the provisions of the Bill to any other bridge or roadway, if any should be hereafter found to be in a similar position.

The 8th October, 1892.

ALEX. EDW. MILLER.

S. HARVEY JAMES,

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Report of the Select Committee on the Bill to provide for the levy of a rate on private estates under the management of Government to meet the cost of superior supervision and management was presented to the Council of the Governor General of India for the purpose of making Laws and Regulations on the 13th October 1892:

WE, the undersigned, Members of the Select Committee to which the Bill to provide for the levy of a rate on private estates under the management of Government to meet the cost of superior supervision and management was referred, have considered the Bill and the papers noted in the margin, and have now the honour to submit this our Report, with the Bill as amended by us annexed thereto.

From Under-Secretary to Chief Commissioner, Central Provinces, No. 1239—127, dated 29th February, 1892 [Paper No. 1].

From Agent to Governor General in Baluchistan, No. 1379, dated 1st March, 1892 [Paper No. 2].

From Secretary for Berar to Resident, Hyderabad, No. 48, dated 9th March, 1892 [Paper No. 3].

Memorandum by Mr. P. R. Desai, Pleader, District Court, Ratnagiri, dated 20th March, 1892 [Paper No. 4].

From Chief Commissioner, Coorg, No. 430, dated 17th March, 1892 [Paper No. 5].

From Secretary to Chief Commissioner, Burma, No. 404—3M.-26, dated 19th March, 1892 [Paper No. 6].

From Registrar, High Court, Calcutta, No. 1146, dated 8th April, 1892 [Paper No. 7].

From Chief Secretary to Government, North-Western Provinces and Oudh, No. 827, dated 14th April 1892, and enclosures [Papers No. 8].

From Chief Commissioner, Ajmere-Merwara, No. 358, dated 18th April, 1892, and enclosures [Papers No. 9].

From Secretary to Chief Commissioner, Assam, No. 1897-J., dated 27th April, 1892 [Paper No. 10]

From Chief Secretary to Government, Madras, No. 803, dated 27th April, 1892, and enclosures [Papers No. 11].

From Secretary to Government, Bengal, No. 1524-L.R., dated 14th April, 1892, and enclosures [Papers No. 12].

From Secretary to Government, Bombay, No. 2515, dated 11th May, 1892, and enclosures [Papers No. 13].

From Junior Secretary to Government, Punjab, No. 585, dated 11th June, 1892, and enclosures [Papers No. 14].

2. The alterations which we have made relate generally to matters of detail which have been suggested by the papers before us. The more important are modifications of the definitions of "gross income" and "private estates under Government management" and the addition of a clause repealing sections of two Acts of the Lieutenant-Governor of Bengal in Council, one of the sections applying to Bengal and Sylhet, and the other to Cachar and Goalpara only.

3. The publication ordered by the Council has been made as follows :—

In English.

Gazette.	*Date.*
Gazette of India	13th February, 1892.
Fort Saint George Gazette	1st March, 1892.
Bombay Government Gazette	18th February, 1892.
Calcutta Gazette	17th February, 1892.
North-Western Provinces and Oudh Government Gazette	20th February, 1892.
Punjab Government Gazette	25th February, 1892.
Central Provinces Gazette	20th February, 1892.
Burma Gazette	27th February, 1892.
Assam Gazette	27th February, 1892.
Coorg District Gazette	1st March, 1892.
Sindh Official Gazette	17th March, 1892.

In the Vernaculars.

Province.	*Language.*	*Date.*
Madras	Tamil	15th March, 1892.
	Telugu	15th March, 1892.
	Kanarese	15th March, 1892.
	Malayalam . . .	22nd March, 1892.
	Hindustani . . .	29th March, 1892.
Bombay	Marathi . . .	24th March, 1892.
	Gujarathi . . .	24th March, 1892.
	Kanarese . . .	24th March, 1892.
Bengal	Bengali . . .	1st March, 1892.
	Uriya . . .	3rd March, 1892.
	Hindi . . .	8th March, 1892.
North-Western Provinces and Oudh	Urdu . . .	27th February, 1892.
Burma	Burmese . . .	5th March, 1892.
Assam	Bengali . . .	19th March, 1892.
Sindh	Sindhi . . .	17th March, 1892.

4. We do not think that the measure has been so altered as to require re-publication, and we recommend that it be passed as now amended.

PHIL. P. HUTCHINS.
ALEX. EDW. MILLER.
C. H. T. CROSTHWAITE.
G. R. ELSMIE.

The 12th October, 1892.

No. II.

A Bill to provide for the levy of a rate on private estates under the management of the Government to meet the cost of supervision and management.

WHEREAS it is expedient to provide for the levy of a rate on private estates under the management of *the* Government to cover the cost of all Government establishments in so far as they are employed in the supervision and management of such estates, other than establishments specially entertained for any particular estate or group of estates, and to meet all contingent expenditure incurred by *the* Government in connection with such supervision and management; It is hereby enacted as follows:—

Title, extent and commencement.

1. (*1*) This Act may be called the Government Management of Private Estates Act, 1892.

(*2*) It extends to the whole of British India, *inclusive of Upper Burma and British Baluchistan;* and

(*3*) It shall come into force *at once.*

Definitions.

2. In this Act, unless there is something repugnant in the subject or context,—

(*1*) "immoveable property" includes land, buildings, hereditary allowances, rights to ways, lights, ferries, fisheries or any other benefit to arise out of land, and things attached to the earth or permanently fastened to anything which is attached to the earth, but not standing timber, growing crops or grass; [Act III of 1877, s. 3.]

(*2*) "gross income" includes all receipts of every kind in produce or cash, except *money borrowed,* recoveries of principal and the proceeds of *sale of immoveable property or of moveable property properly classed as capital:* and

(*3*) "private estates under Government management" include—

(*a*) estates under the Court of Wards;

(*b*) encumbered estates under Government management;

(*c*) estates attached for default of payment of Government revenue;

(*d*) minors' estates placed under the guardianship of *a revenue*-officer of the Government by a Civil Court;

(*e*) estates managed by a Collector *in pursuance of any order made under the Code of Civil Procedure:* and XIV of 1882.

(*f*) all other estates made over to or taken under the management of *a revenue-officer of the* Government as such under any law for the time being in force or in virtue of any agreement.

Power to levy rate.

3. It shall be lawful for the Local Government—

(*1*) to levy on all private estates under Government management a rate, not exceeding *five* per cent. on the gross income, calculated, as nearly as may be possible, to cover—

(*a*) the cost of all Government establishments in so far as they may be employed in the supervision or management of such estates other than establishments specially entertained for the supervision or management of any particular estate or group of estates, and

(*b*) all contingent expenditure incurred in consequence of such supervision or management;

(*2*) from time to time to vary such rate; and

(3) to reduce or remit such rate in any special case or cases as may be equitable :

Provided that, in deciding the amount of the rate to be levied under this Act on any particular estate or group of estates, the Local Government shall consider the expenditure incurred on special establishments for such estate or estates.

Power to levy special *charges.*

4. *In cases where an officer of the Government is employed to give legal advice or to audit accounts on behalf of any estate, the Local Government, if it considers the services rendered to be of a special nature, may, in its discretion, direct a special charge to be made against that estate on account of such services, irrespective of the rate leviable under the last foregoing section.*

Saving *as to* special *expenditure.*

5. Nothing in this Act shall apply to the cost of establishments specially entertained or to expenditure of any description specially incurred in respect of any particular estate or estates.

Validation of levy of past rates.

6. All rates for general supervision or management levied by any Local Government before the commencement of this Act shall be deemed to have been levied under this Act.

Power to make rules.

7. The Local Government may make any rules and issue any orders which may be necessary for carrying this Act into effect, *and which are consistent therewith.*

Exemption from jurisdiction of Courts.

8. Where any Government establishment is employed in such supervision as aforesaid, the Local Government shall be the sole judge of the cost attributable to such employment, and its decision thereon shall not be questioned in any Court of Law or otherwise.

Repeal.

9. *Section 17 of the Court of Wards Act, 1879 (passed by the Lieutenant-Governor of Bengal in Council), and so much of Act III of 1881 (also passed by the Lieutenant-Governor of Bengal in Council) as relates to section 17 of the said Court of Wards Act, 1879, are hereby repealed.* Ben. IX of 1879.

S. HARVEY JAMES,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Report of the Select Committee on the Bill to further provide for the Administration of Towns in Lower Burma was presented to the Council of the Governor General of India for the purpose of making Laws and Regulations on the 13th October 1892 :

WE, the undersigned, Members of the Select Committee to which the Bill to further provide for the Administration of Towns in Lower Burma was referred, have considered the Bill and the paper noted in the margin, and have now the honour to submit this our Report.

From Chief Secretary to Chief Commissioner, Burma, No. 241—5-T.-I., dated 10th September, 1892 [Paper No 1]

2. No criticisms have been offered on the Bill, and we do not consider that any amendments are called for. We accordingly recommend that the Bill be passed in the form in which it was introduced in Council.

3. The publication ordered by the Council has been made as follows :—

In English.

Gazette.	*Date.*
Gazette of India	30th July, 1892.
Burma Gazette	20th August, 1892.

In the Vernacular.

Province	*Language.*	*Date.*
Burma	Burmese . . .	27th August, 1892.

C. H. T. CROSTHWAITE.
PHIL. P. HUTCHINS.
The 5th October, 1892 ALEX. EDW. MILLER.

S. HARVEY JAMES,
Secretary to the Government of India.

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The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, OCTOBER 15, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART VI.

Abstract of the Proceedings of the Council of the Governor General of India assembled for the purpose of making Laws and Regulations.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA ASSEMBLED FOR THE PURPOSE OF MAKING LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE ACT OF PARLIAMENT, 24 & 25 VICT., CAP. 67.

The Council met at Viceregal Lodge, Simla, on Thursday, the 13th October, 1892.

PRESENT

His Excellency the Viceroy and Governor General of India, G.C.M.G., G.M.S.I., G.M.I.E., *presiding*.
His Honour the Lieutenant-Governor of the Punjab, K.C.S.I.
His Excellency the Commander-in-Chief, V.C., G.C.B., G.C.I.E., R.A.
The Hon'ble Sir P. P. Hutchins, K.C.S.I.
The Hon'ble Sir D. M. Barbour, K.C.S.I.
The Hon'ble Sir A. E. Miller, KT., Q.C.
The Hon'ble Lieutenant-General H. Brackenbury, C.B., R.A.
The Hon'ble Sir C. H. T. Crosthwaite, K.C.S.I.
The Hon'ble J. L. Mackay, C.I.E.
The Hon'ble G. R. Elsmie.

GOVERNMENT MANAGEMENT OF PRIVATE ESTATES BILL.

The Hon'ble SIR PHILIP HUTCHINS presented the Report of the Select Committee on the Bill to provide for the levy of a rate on private estates under the management of Government to meet the cost of superior supervision and management.

LOWER BURMA TOWNS BILL.

The Hon'ble SIR CHARLES CROSTHWAITE presented the Report of the Select Committee on the Bill to further provide for the Administration of

Towns in Lower Burma. He said that the Committee had received no criticisms on the Bill.

BILL TO LEGALIZE EXECUTION IN BRITISH INDIA OF CAPITAL SENTENCES PASSED BY BRITISH COURTS IN FOREIGN TERRITORY.

The Hon'ble SIR ALEXANDER MILLER moved for leave to introduce a Bill to legalize in certain cases the execution within British India of capital sentences which have been passed by British Courts exercising in or with respect to foreign territory jurisdiction which the Governor General in Council has in such territory. He said :—

" In the Prisoners Act of 1871 power is given for the detention of prisoners in British India in cases where they have been sentenced by British Courts in the Native States, but no power is given by that Act for the execution of death sentences pronounced by such Courts. It appears that there are several small Native States, in connection with the Bombay Presidency particularly, in which no proper machinery exists either for the detention or the execution of prisoners who have been condemned to death; and, after a good deal of correspondence with the Bombay Government, an arrangement has been agreed upon, by which under particular circumstances—in cases where it has been made clear that there is no proper machinery in the State itself for carrying the sentences into execution, and where, the State being very small, the circumstances are such that it would be unreasonable to expect it to provide that machinery—in those cases, and in those only, it is proposed to authorise the deportation of criminals to British India for the purpose of having the sentences passed on them carried into effect. This is the object for which I ask leave to introduce the Bill."

The Motion was put and agreed to.

The Hon'ble SIR ALEXANDER MILLER also introduced the Bill.

The Hon'ble SIR ALEXANDER MILLER also moved that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the local official Gazettes in English and in such other languages as the Local Governments think fit.

The Motion was put and agreed to.

LANSDOWNE BRIDGE BILL.

The Hon'ble SIR ALEXANDER MILLER also moved for leave to introduce a Bill to remove doubts as to the levy and collection of tolls upon the Lansdowne Bridge over the Indus at Sukkur in the Presidency of Bombay, and for other purposes. He said :—

"The necessity for the Bill arises out of what I may call a draftsman's trap. By Act VIII of 1851 power was given to the Governors of the three Presidencies and the Lieutenant-Governor of the North-Western Provinces respectively to levy and provide for the administration of tolls on all roads and bridges made and maintained at Government expense. So long as that Act remained in force—and it does so remain everywhere except in the Presidency of Bombay—no difficulty could arise in respect to any of those roads and bridges: whether the 'Government' in question was the Imperial or the Local Government, the right of taxation and control was vested in the same persons. In the year 1875, however, an Act was passed by the Legislature of Bombay repealing this Act, and providing in somewhat similar terms an Act of their own, with very slight variations. Unfortunately the draftsman of that Act overlooked the fact that in the meantime one of those traps for unwary draftsmen called a 'General Clauses' Act had been passed in Bombay which confined the meaning of the word 'Government' when used in an Act passed by the Legislature of Bombay to the Government of Bombay; and consequently, when the Bombay Act of 1875 gave power to impose tolls upon roads and bridges made and maintained by Government, it meant in that Act—what it did not mean in the old one—the Government of Bombay only; and, as the Lansdowne Bridge was not made at the expense of the Bombay Government but at that of the Government of India, the result is that by the merest accident the provisions of the Bombay Act do not extend to this bridge.

"What I propose now is that, notwithstanding the repeal of the Act of 1851 by the Bombay Act of 1875, that Act shall apply to every bridge, no matter where situate, which has been made and built by the Government of India, and in regard to which no other adequate provision for the levy and collection of tolls has been made, and that in such cases the Governor General in Council shall be the authority to impose and regulate the tolls. I do not believe there is any other similar case in India, but, in case there should be, a clause has been inserted in the Bill to the effect that if there should be any road or bridge in India made and maintained by Government, as to which no adequate provision has been made for the levy and collection of tolls thereon, the provisions of the Bill shall apply to such road or bridge.

"I further propose, in order to prevent any chance of dispute in the matter, expressly to legalise the tolls which have been levied up to the present on the Lansdowne Bridge, notwithstanding any legal doubts which may arise as to whether there was any authority to levy such tolls or not."

The Motion was put and agreed to.

The Hon'ble SIR ALEXANDER MILLER also introduced the Bill.

The Hon'ble SIR ALEXANDER MILLER also moved that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the Bombay Government Gazette in English and in such other languages as the Local Government thinks fit.

The Motion was put and agreed to.

The Council adjourned to Thursday, the 20th October, 1892.

S. HARVEY JAMES,

SIMLA; } *Secretary to the Government of India,*
The 14th October, 1892. } *Legislative Department.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, October 8th, 1892.

The fine weather which had set in over a large part of India during the previous week continued and extended during the week under review. Last week, it will be remembered, though the monsoon current had withdrawn from all parts of North-West and Central India and the Gangetic plain, it still prevailed over Burma, Bengal (Proper), and part of the Peninsula, and rain even at the close of the week was moderately general over those regions. During the present week this has been changed. As early as the 2nd nothing more than scattered showers were received over the Peninsula; but in Burma and Bengal the wind was still southerly, and rain was fairly general. By the 4th rain had ceased in Bengal, but still continued in Burma. On the 5th the wind had shifted to north in Burma, and practically all the rainfall recorded over the Indian region on this day was due to showery weather, and from this date until the close of the week the weather was very fine throughout nearly the whole of the Indian region.

The chart of Sunday, October the 2nd, showed shallow low pressure areas—one over the Western desert, and a second over Bengal, Behar, and Oudh. Readings were highest in the south-east of the Bay, but were uniform and relatively high over the west and centre of the Peninsula, the west of the Central Provinces, and Central India. The wind was westerly over the Gangetic plain and variable over the Peninsula, but in Burma and Bengal the southerly and south-easterly winds of the retreating south-westerly monsoon still prevailed. Rain was general in Burma and Bengal, and a few showers were reported from the west and south of the Peninsula. On the Arakan Coast the rainfall had been heavy. On the 3rd the lowest pressure was still reported from Bengal, but the highest pressures were shown over the north of the Bombay Presidency, the barometer having fallen over the Bay. The wind was westerly down the Gangetic plain and across the central parts of the country, southerly in Burma, and very variable elsewhere. Rain had fallen generally in Burma and Assam, and scattered showers were reported from parts of Bengal and of the Peninsula. The amounts were nowhere large. The chart of the 4th showed that the barometer was giving way briskly to rapidly over the whole of India. Readings were low in Oudh and the west of the Punjab, and high over the central parts of the country, the west of the Peninsula, and the south of the Bay. The wind had become north-east in Arakan and was shifting round in Lower Burma, but elsewhere the general directions were little altered. Rain continued to fall generally in Lower Burma, and showers were also general in the south of the Peninsula, but elsewhere any rainfall was very widely scattered. The chart of the 5th showed shallow low pressure areas over Burma and the north of the Bay on the one hand, and over the Western desert on the other; while between the two, *i.e.*, over the Peninsula and central parts of the country, very uniform, but slightly higher, pressures prevailed. The wind had shifted to north in Burma, but otherwise there was very little

change to record. A few showers were reported from North-East India and from the west of the Peninsula. On the 6th the barometer was rising everywhere—in most places briskly; but the general distribution and the winds were very similar to those reported on the preceding day. A little rain has fallen on the North-East Himalayas, in Tenasserim, and along the West Coast. The amounts were generally small. On the 7th the chart still showed the same general distribution of pressure. Shallow low pressure areas overlay North-East India and North-West India, while relatively high pressures were shown in the intervening space. The winds were generally between west and north, and were light in force. Rain had fallen in Tenasserim and the south of the Peninsula, but there was hardly any elsewhere. On the 8th the only important change was the advance westward or south-westward of the low pressure area over North-East India. North-easterly winds were appearing over Assam, North Bengal, and the West Coast; but elsewhere the directions were generally between west and north.

Temperature.—The clear-up in the weather has been accompanied with a general fall of temperature, the decrease being most marked in the Punjab, the Central Provinces, Central India, and Guzerat. The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India:

PROVINCE.	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	—1·7	—1·5	—1·0	—0·6	—1·3	—0·6	—0·2	—1·0
Bengal and Assam	—1·9	—0·8	—1·0	—2·0	—1·9	—1·9	—2·1	—1·7
North-West Provinces and Oudh.	—2·5	—2·0	—3·0	—2·5	—1·8	—0·8	+0·2	—1·8
Punjab	—3·9	—3·9	—3·6	—2·6	—1·5	+0·2	+0·3	—2·1
Bombay	—2·4	—1·1	+0·1	+1·1	+0·7	+0·5	—0·2	—0·2
Central Provinces and Berar	—1·8	—2·2	—2·4	—1·9	—1·3	—1·4	—0·8	—1·7
Central India and Guzerat	—3·3	—3·7	—3·4	—3·7	—3·3	—2·5	—1·7	—3·1
Sind and Rajputana	—2·8	—2·7	—2·4	—1·8	—1·0	—0·7	+1·6	—1·4
Madras	—1·0	—0·5	—0·1	—0·2	—0·3	—1·2	—1·7	—0·7
Mean for whole India	—2·4	—2·0	—1·9	—1·6	—1·3	—0·9	—0·5	—1·5

On each day of the week the mean temperature of the whole of India was below the average, the mean diurnal deficiency of the week for the whole country being 1½°.

Rain.—The table at the close of the present summary exhibits great difference in the distribution of rain as compared with that shown in last week's summary. During last week every division in India, except Sind, received rain; while, on the contrary, in the present week no less than twenty divisions have had no rain, while seven more had an average fall for the division of less than one-tenth of an inch. The regions which received absolutely no rain, or less rain

than one-tenth, included the following divisions:—The divisions in the west and south-west of Bengal, all the North-West Provinces and Punjab divisions, the Central Provinces divisions, Guzerat, Kathiawar, Sind, Central India, Rajputana, and the inland division of the East Coast. In other parts of India in greater or less amount was received. The heaviest average actual fall was 3·03 inches in Tenasserim, followed by over 2 inches in Lower Burma and Arakan, and by over 1 inch in Central Burma, East Bengal, Assam (Surma), Madras (South Central), Coorg, and Madras (South). According to the normal distribution of rainfall, Sind is the only division in which rain is not ordinarily received during the week under review, while the divisions which ordinarily receive the heaviest falls are Arakan, Assam (Surma), and Coorg. Hence the third column of the table shows a very general deficiency of rain throughout India, the only divisions recording an excess being Tenasserim, Lower Burma, Madras (South Central), and Madras (South). The greatest absolute deficiency was 1·87 inches in North Bengal.

The three concluding columns of the table show the actual and the normal rainfall for the period from May 29th to October the 8th, and the difference of the former compared with the latter expressed as a percentage. The very general dryness of the week under review has had the effect of somewhat diminishing the amount of excess which prevailed in the majority of divisions last week, and of increasing the amount of defect which then prevailed in a few divisions in North-East India. Otherwise there has been very little change, and the slight deficiency over North-East India and the general excess elsewhere remains the most marked feature in the rainfall distribution just as it did last week. Assuming that a departure of less than 20 per cent. from the average implies that the rainfall of the division has been about equal to the normal requirements, the last column shows that only in East, Deltaic, and Central Bengal has the rainfall of the season been deficient. In all other divisions the amount received has equalled or exceeded the average.

The following are the largest total amounts recorded in the different divisions during the week. As might be expected from a general consideration of the rainfall of the week, the amounts are nowhere very large :

Division.	District.	Station.	Amount.
Tenasserim	Amherst	Thatôn	4·34 inches.
Assam	Khasia Hills	Cherra	2·70 "
Bengal	Chittagong	Sudder	4·22 "
Malabar	Travancore	Alleppy	2·45 "
Mysore	Kolar	Bowringpet	4·05 "
Konkan	Colaba	Roha	4·10 "
Deccan	Dharwar	Hubli	4·20 "
Madras	North Arcot	Wandiwash	6·10 "
	Trichinopoly	Turaiyur	4·99 "
	Nilgiris	Kotagiri	7·10 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING OCTOBER 8TH.			RAINFALL DATA FROM MAY 29TH TO OCTOBER 8TH, 1892.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall since May 29th to October 8th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
BURMA	Tenasserim	3·03	2·37	+ 0·66	170·57	154·01	+ 11
	Lower Burma	2·65	2·14	+ 0·51	75·77	80·90	− 6
	Central Burma	1·38	1·86	− 0·48	58·64	60·09	− 2
	Upper Burma	0·61	?	?	23·60	?	?
	Arakan	2·14	2·67	− 0·53	151·30	161·99	− 7
BENGAL AND ASSAM	Eastern Bengal	1·15	1·83	− 0·68	52·32	71·99	− 27
	Assam (Surma)	1·59	2·55	− 0·96	140·06	131·00	+ 7
	Do. (Brahmaputra)	0·74	1·33	− 0·59	58·47	58·43	0
	Deltaic Bengal	0·38	1·03	− 0·65	35·06	45·96	− 24
	Central Bengal	0·12	1·06	− 0·94	37·28	46·78	− 20
	North Bengal	0·19	2·06	− 1·87	91·65	87·47	+ 5
	Orissa	0	1·66	− 1·66	39·42	44·90	− 12
	Chota Nagpur	0	0·90	− 0·90	41·12	44·93	− 8
	Behar (South)	0	1·12	− 1·12	33·99	37·80	− 10
	Do. (North)	0·08	1·50	− 1·42	45·92	44·28	+ 4
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0·02	0·89	− 0·87	37·78	34·85	+ 8
	Oudh (South)	0·02	0·80	− 0·78	36·54	32·97	+ 11
	Do. (North)	0·06	2·85	− 0·79	38·78	35·71	+ 9
	North-Western Provinces (Central).	0	0·71	− 0·71	33·38	30·91	+ 8
	North-Western Provinces (West).	0	0·58	− 0·58	29·30	25·64	+ 14
	North-Western Provinces (Submontane).	0	0·78	− 0·78	39·55	38·59	+ 2
PUNJAB	Punjab (South)	0	0·04	− 0·04	17·88	11·35	+ 58
	Do. (Central)	0	0·20	− 0·20	23·21	18·92	+ 23
	Do. (Submontane)	0	0·17	− 0·17	34·52	22·94	+ 50
	Do. (Hill Districts)	0	0·31	− 0·31	63·28	56·19	+ 13
	Do. (North-West)	0·02	0·22	− 0·20	20·69	14·51	+ 43
	Do. (West)	0	0·05	− 0·05	12·63	5·62	+ 125
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	0·98	1·99	− 1·01	100·82	98·39	+ 2
	Madras (South Central)	1·77	1·03	+ 0·74	21·28	23·06	− 7
	Coorg	1·24	2·45	− 1·21	96·34	90·39	+ 7
	Mysore	0·74	1·27	− 0·53	23·59	24·28	− 3
	Konkan	0·74	2·19	− 1·45	127·[illegible]6	114·60	+ 11
	Bombay Deccan	0·62	2·02	− 1·40	38·39	24·94	+ 54
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·50	1·72	− 1·22	30·03	22·95	+ 31
CENTRAL PROVINCES AND BERAR.	Berar	0·03	1·14	− 1·11	46·57	33·10	+ 40
	Central Provinces (West)	0	0·84	− 0·84	43·47	39·16	+ 11
	Ditto (Central)	0·01	0·70	− 0·69	48·53	48·35	0
	Ditto (East)	0	0·66	− 0·66	55·71	44·80	+ 24
BOMBAY (NORTH)	Guzerat	0	0·70	− 0·70	47·62	42·87	+ 11
	Kathiawar	0	0·32	− 0·32	18·28	19·73	− 7
	Sind	0	0	0	8·65	4·32	+ 100
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0	0·20	− 0·20	39·12	34·85	+ 12
	Rajputana (East), Central India (West).	0	0·08	− 0·08	35·21	25·33	+ 39
	Rajputana (West)	0	0·05	− 0·05	16·23	12·92	+ 26
MADRAS	East Coast (North)	0·23	1·61	− 1·38	32·70	26·51	+ 23
	Ditto (ditto) (a)	0	1·41	− 1·41	47·46	48·75	− 3
	Hyderabad (South)	0·10	0·84	− 0·74	35·06	21·13	+ 66
	Madras (Central)	0·36	1·44	− 1·08	23·56	17·56	+ 34
	East Coast (Central)	0·26	1·21	− 0·95	25·91	16·98	+ 53
	Ditto (South)	0·61	1·50	− 0·89	21·44	16·83	+ 27
	Madras (South)	1·37	0·71	+ 0·66	6·71	7·33	− 9

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

SIMLA, *13th October, 1892.*

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 8th October.*—Rainfall good in the greater part of the Southern and Central districts; moderate in the Circars and on the West Coast; very little in the Deccan and Karnatic. This break in the rains is most beneficial, and the very recent fall in the South has greatly improved prospects there. Sowings proceeding actively. Standing crops generally good. Harvest of early crops progressing; outturn generally average. Pasture and water abundant and condition of cattle good. Prices fallen considerably in the Central districts and Karnatic; much easier in the Deccan and Circars; no change elsewhere. General prospects very favourable.

Bombay.—*For week ending 12th October.*—Rain in parts of thirteen districts, generally slight. Standing crops injured by rats, locusts, or other insects in parts of Sind, and by the late excessive rain in parts of five districts. Prospects otherwise good. Harvesting of early and sowing of late crops progressing generally. Agricultural stock good and fodder sufficient.

Bengal.—*For week ending 8th October.*—General rain fell during the week in South-West, North, and East Bengal; no rain in Orissa, Behar, and Chota Nagpur, except very slight falls in Purneah, Muzaffarpur, and Manbhum. Reports of the winter-rice crop continue generally satisfactory, but more rain is required, especially in Burdwan, Midnapur, Hooghly, and Behar. In Burdwan the winter-rice has been greatly benefited by the rain of the previous week, but more rain is still required. Cultivation for the spring crops is generally well forward, and sowing of pulses and other earlier crops has begun. Prices stationary. Fodder and water supplies generally sufficient and cattle in good condition.

North-Western Provinces and Oudh.—*For week ending 12th October.*—Showers in two districts; no rain elsewhere. More rain is needed for the sowings which are in progress for the spring harvest. Prospects are generally good. Prices are fluctuating.

Punjab.—*For week ending 12th October.*—No rain. Harvesting of autumn crops and picking of cotton commenced. Ploughing and sowing for spring crops going on. More rain wanted in parts of Dera Ismail Khan. Condition and prospects of standing crops reported good. Young locusts appeared in parts of Ferozepore and Dera Ismail Khan, but steps have been taken for their destruction. Maize and *jowar* crops blighted in parts of Lahore. Condition of cattle reported good throughout the province. Fodder is sufficient in all districts. Prices rising in three districts, falling in one, and stationary elsewhere.

Central Provinces.—*For week ending 12th October.*—The weather has continued to be clear during the week, and the break has improved prospects of the standing crops. In the case of cotton a full average outturn is expected. Some rain is still required, especially in the Nagpur country, for the standing crops and for ploughing operations.

Burma.—*For week ending 8th October.*—LOWER BURMA: Transplanting nearly finished. Standing crops in good condition everywhere, except in Thayetmyo, where they are suffering from want of rain. In Tavoy slight damage has

been caused by insects. UPPER BURMA: Transplanting of wet-weather paddy in progress. As a rule standing crops are in good condition, but more rain is wanted in nearly all districts. In Shwebo some of the transplanted plants have withered, and in parts of Myingyan *jowar* and paddy are withering from want of rain. A large quantity of paddy on islands near Mandalay has been destroyed owing to the sudden rise of the Irrawaddy. Crops in Bhamo and Sagaing are submerged, and damage is feared to crops on low-lands in Minbu. In the Southern Shan States standing crops are flourishing, but some damage has been caused by floods. The price of paddy has risen largely in one district and fallen considerably in another; elsewhere fluctuations are small.

Assam.—*For week ending 11th October.*—Weather seasonable. General prospects of crops favourable. Ploughing for mustard continues. Condition of cattle normal.

Mysore and Coorg.—*For week ending 12th October.*—MYSORE: Rainfall general, but slight. Standing crops in good condition. *Eleusine coracana* harvested in parts. Prospects favourable, but more rain is required in parts of three districts. Prices fallen in one district.

COORG: Rainfall slight. Rice and coffee crops in good condition. Reaping of *Eleusine coracana* and picking of cardamom in progress. Prices stationary. Fodder and water for cattle sufficient.

Berar and Hyderabad.—*For week ending 12th October.*—BERAR: Weather temperate. Cotton in flower. Autumn crop in one taluka reported hopeless. Ploughing for the spring harvest continues. Weeding in progress. Fodder sufficient. Cattle healthy. Prices almost stationary.

HYDERABAD: Rain during the week moderate. Harvesting of autumn crops continues. Irrigated crops in good condition. Owing to excessive rain, the autumn crops have suffered. Prices fallen slightly.

Central India.—*For week ending 12th October.*—Rain everywhere sufficient. Ploughing for spring crops in progress in all parts. Crops fair in Gwalior, Goona, and Bhopal; good elsewhere. Agricultural stock in good condition. Fodder good and sufficient. Prices high, but steady.

Rajputana.—*For week ending 12th October.*—No rain during the week. Reaping of autumn crops continues. Ploughing and sowing for the spring harvest in progress. Harvest prospects generally good. Cattle in good condition. Pasturage plentiful throughout. Prices steady in eight States, risen in two others, and fluctuating elsewhere. FAMINE RELIEF: In Merwara 83 persons on works and 192 receiving gratuitous relief. Relief works practically closed in Merwara and Marwar.

Nepal.—*For week ending 6th October.*—Weather fine. Rice harvest in progress.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.

Telegraph.

REVIEW OF THE ADMINISTRATION REPORT OF THE INDIAN TELEGRAPH DEPARTMENT FOR THE YEAR 1891-92.

No. 236-T., dated Simla, the 13th October, 1892.

RESOLUTION—By the Government of India, Public Works Department.

Read—

Letter from the Director General of Telegraphs, No. 43 T., dated the 3rd September 1892, and its enclosure, the Administration Report of the Indian Telegraph Department for the year 1891-92.

OBSERVATIONS.—The Administration Report of the Indian Telegraph Department deals with the whole of the operations under the control of the Director General, with the exception of those relating to the Indo-European Department, the Report on which will be separately submitted and reviewed.

2. The expenditure of the year charged to Capital Account amounted to Rs. 19,42,128. Rs. 15,47,523 were spent on new lines, Rs. 71,926 on buildings, and Rs. 99,803 on apparatus and plant. The Capital outlay to the close of the year under review amounted to Rs. 5,21,83,804, divided as follows :

	Rs.	Percentage of net total.
Lines	3,89,55,979	74·6
Buildings	55,71,972	10·7
Apparatus and Plant	20,26,932	3·9
Stores and Suspense	35,10,283	6·8
Exchange on expenditure in England previous to 1887-88	24,09,440	4·6
	5,24,74,606	
Deduct—		
Receipts on Capital Account (including interest on Workshop Capital)	2,90,802	0·6
TOTAL	5,21,83,804	

3. The additions made to the system during the year comprised 1,555 miles of line and 6,647 miles of wire and about two miles of cable.

4. The following statement shows for a period of five years the progress that has been made in extending telegraphic communication :

	Capital expenditure.	Miles of line.	Miles of wire.	Miles of cable.	Departmental and Postal combined Telegraph Offices opened.
	Rs.				
Up to beginning of 1887-88	4,22,53,970	30,034	86,890	196	699
During 1887-88	27,04,500	1,860	6,627	30	46
„ 1888-89	16,38,755	1,568	6,137	4	52
„ 1889-90	16,75,871	1,817	6,485	0	83
„ 1890-91	19,68,580	1,791	7,373	21	69
„ 1891-92	19,42,128	1,555	6,647	2	52
To end of 1891-92	5,21,83,804	38,625	1,20,159	253	1,001

5. The operations of the Department during the year under review were extremely satisfactory. The Revenue receipts amounted to Rs. 74,30,092, an increase of Rs. 6,01,237 over the figures for the previous year. The Revenue expenditure amounted to Rs. 48,34,295, an increase of only Rs. 1,45,493. The net receipts amounted to Rs. 25,95,797, showing an improvement of Rs. 4,55,744, and yielded a return of 4·97 per cent. on the Capital outlay. The Revenue receipts include Rs. 15,02,293 on account of State messages and Rs. 49,807 on account of news-free and other *pro formâ* revenue. The receipts on account of State messages may properly be included in estimating the return on Capital outlay of the Department, but the *pro formâ* revenue should be excluded.

6. The Revenue receipts are made up as follows:

	Rs.
Message revenue, including State messages	56,78,572
News-free and *pro formâ* revenue	49,807
Rent of lines, &c., on railways and canals	14,93,802
Rent of private lines, &c.	1,58,615
Sale of books, gazettes, &c.	19,097
Miscellaneous	30,199
TOTAL	74,30,092

7. The following statement summarises the Revenue receipts and charges during the last five years :

Year.	Gross Receipts.	Charges.	Net Receipts.	Percentage of Net to Gross receipts.	Dividend on Capital.
	Rs.	Rs.	Rs.		
1887-88	66,28,660	42,92,248	23,36,412	35·2	5·46
1888-89	63,22,476	43,42,231	19,80,245	31·3	4·45
1889-90	66,30,978	45,36,446	20,94,532	31·5	4·34
1890-91	68,28,855	46,88,802	21,40,053	31·3	4·26
1891-92	74,30,092	48,34,295	25,95,797	34·9	4·97

8. The following figures show for the last two years the division of the traffic between State and Private and between Inland and Foreign messages respectively:

Class of Telegram.	1890-91.		1891-92.	
	No.	Value.	No.	Value.
		Rs.		Rs.
State Inland	552,436	10,56,108	661,904	14,54,770
„ Foreign	6,026	37,199	6,404	48,476
Total State . .	558,462	10,93,307	668,308	15,03,246
Private Inland	2,365,028	24,53,288	2,627,108	26,95,428
„ Foreign	483,610	16,27,411	513,282	14,84,055
Total Private . .	2,848,638	40,80,699	3,140,390	41,79,483
GRAND TOTAL . .	3,407,100	51,74,006	3,808,998	56,82,729*

* Includes Rs. 4,157, Provincial receipts.

The State Inland telegrams exhibit an increase of 109,468 in number and of Rs. 3,98,662 in value, which is attributed to the outbreak in Manipur and to the other military expeditions.

The Private Inland telegrams increased 262,380 in number and Rs. 2,42,140 in value, equivalent to 11·09 and 9·87 per cent. respectively. During the past ten years the number of messages has increased by about 120 per cent. and their value by nearly 100 per cent.

In Foreign Private telegrams there was an increase over the figures for the previous year of 29,530 in messages and of 506,230 in words, a word being the unit of charge. The receipts, however, were less by Rs. 1,43,356, the reduction being caused by the lower tariff introduced from 1st May 1891 as regards traffic to and from Australia, and from 1st July 1891 as regards trans-Indian traffic for all other countries. The total reduction in tariff made was from *9s. 4d.* to *4s.* a word for messages between Europe and Australia, for which India accepted as her share a reduction from 75 centimes to 35 centimes in the transit rate.

9. The following table gives the percentages of traffic in number and value due to each class of message:

Class of Telegram.	Inland.		Foreign.		Total.	
	No.	Value.	No.	Value.	No.	Value.
		Rs.		Rs.		Rs.
State	17·38	25·60	·17	·85	17·55	26·45
Private	68·98	47·43	13·47	26·12	82·45	73·55
TOTAL ...	86·36	73·03	13·64	26·97	100·00	100·00

10. The following figures show the division of the Inland traffic into the three classes of Urgent, Ordinary, and Deferred during the last two years :

	PERCENTAGES.					
	Urgent.		Ordinary.		Deferred.	
	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.
State	13·55	16·99	19·03	20·18	67·42	68·83
Private	5·48	5·85	43·08	43·76	51·44	50·39
Press	5·76	7·25	24·93	26·54	69·31	66·21

11. The growth of Inland private traffic in a period of ten years is shown by the following figures :

	Number of messages.	Value. Rs.
1882-83	1,189,437	13,86,630
1891-92	2,627,408	26,95,428
Increase	1,437,971	13,08,798

12. The following statement gives the distribution of the Revenue charges during the last five years under the principal heads :

YEAR.	LINE MAINTENANCE. Establishment.	Repairs to lines and buildings.	Office stores and miscellaneous.	TOTAL.	SIGNALLING. Establishment.	Repairs to buildings.	Office stores and miscellaneous.	TOTAL.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1887-88 ...	7,98,937	3,41,746	67,797	12,08,480	28,84,010	49,343	1,50,415	30,83,768
1888-89 ..	8,02,521	3,39,880	60,690	12,03,091	29,22,850	51,591	1,64,699	31,39,140
1889-90 ...	8,22,820	3,93,551	69,851	12,86,222	30,15,465	64,818	1,69,941	32,50,224
1890-91 ..	8,53,782	4,29,575	58,760	13,42,117	31,18,427	64,777	1,63,481	33,46,685
1891-92 ...	8,79,200	3,70,357	72,080	13,21,637	32,45,459	64,596	2,02,603	35,12,658

13. The strength of the signalling establishment amounted at the close of the year to 2,872, of whom 1,550 were departmental officers, 357 British military signallers, and 935 postal clerks. The net increase during the year to the number of postal telegraph offices amounted to 65, and the number of such offices stood at 754 at the close of the year.

14. The average speed of transmission improved on nearly all the main lines of communication.

The number of complaints received was 1,045, equivalent to 0·025 of the total number of messages, of which 542 were admitted. Of those admitted, 178 applied to non-delivery, 146 to delay, and 173 to mistakes. The number of messages that for various causes could not be delivered amounted to 13,899, equivalent to 0·308 of the total number received for transmission.

15. The total number of interruptions to communications amounted to 2,103, which is rather more than during the previous year, but the average and total duration of the interruptions was less.

The value of the remittances made by telegraphic money orders rose to Rs. 96,333.

The Inland press telegrams sent numbered 26,167, of the value of Rs. 96,521—a large increase over the previous year's figures. The Foreign press messages numbered 2,982, and the Indian share of the charges thereon amounted to Rs. 16,758.

16. No great novelty in the shape of electrical improvements was introduced during the year. Experiments were made with "dry" batteries and for the extension of the system of duplex and quadruplex telegraphy over long distances.

17. The employment of the telephone increased. At the end of the year 1891 there were 1,076 subscribers and 1,186 exchange connections to the Telephone Companies at Bombay, Calcutta, Karachi, Madras, Moulmein, and Rangoon. There were also 16 exchanges and 141 exchange connections under the control of the Telegraph Department.

18. The services of the officers of the Telegraph Department were utilised in the various military expeditions that took place during the year under review, and received the approval of the military authorities. Among the officers whose services were specially noticed may be mentioned Mr. R. C. Barker, C.I.E., in connexion with the Hazara expedition, and Mr. O. Burne in connexion with the field operations, Miranzai. The Director General of Telegraphs observes that much of the credit for the arrangements connected with these operations was due to Mr. Bignell, Chief Superintendent of the Punjab Division. On the North-East Frontier and in Upper Burma much excellent work was also done in the face of great difficulties due to physical and climatic causes. The Department had to lament the death in Manipur of Mr. W. B. Melville, Superintendent of the Assam Division, who was murdered by the Manipuris during the outbreak in March 1891.

19. The Administration Report was received from the Director General of Telegraphs on 5th September, or considerably earlier than on any previous occasion. It has been correctly and succinctly prepared, and furnishes a record of progress that does great credit to the Director General and to the officers of the Department subordinate to him. The report is usefully illustrated by means of a map.

ORDER.—Ordered, that a copy of this Review, and of the Report, be forwarded to the Secretary of State and to the Local Governments and Administrations noted on the margin, and to the Government of Ceylon for information.

The Governments of Madras, Bombay, Bengal, the North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.
The Residents at Hyderabad and in Mysore.
The Agents to the Governor General in Central India, Rajputana, and Baluchistan.

Also that a copy of the Review be forwarded to the Director General of Telegraphs for information.

Also that a copy of the Review, and of the Report and Appendices A, B, and F, be forwarded to the Home Department of the Government of India for information, and the Review published in the Supplement to the *Gazette of India*.

F. L. O'CALLAGHAN,

Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXV of 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92.	Week ending 3rd October 1891.			Week ending 1st October 1892.			Earnings from 1st April to 3rd October 1891.	Earnings from 1st April to 1st October 1892.	Increases in 1892-93.	Decreases in 1892-93.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
State lines worked by companies.											
Standard gauge—											
East Indian (a)	590	1,634	8,54,244	523	1,634	8,27,765	507	2,49,13,921	2,42,46,384	...	6,67,537
Bengal-Nágpur	150	831	41,998	51	831	74,074	89	30,59,262	27,02,659	...	3,56,603
Indian Midland	127	752	60,862	81	752	71,693	95	22,27,272	24,51,565	2,24,293	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,32,179	199	1,674	3,17,000	189	1,05,83,918	1,06,23,636	39,718	...
South Indian	150	901	1,29,932	144	1,106	1,43,4[illegible]6	130	37,60,827	38,33,527	72,700	...
Southern Mahratta	86	1,044	76,808	74	1,044	64,578	62	23,83,371	21,29,773	...	2,53,598
Bengal and North Western (b)	130	721	66,454	9[illegible]	755	66,780	88	25,59,379	25,91,003	32,224	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	157	5,186	33	199	8,430	4[illegible]	2,56,723	3,18,378	61,655	...
Total	250	7,712	15,67,663	203	7,995	15,73,766	197	4,97,44,673	4,88,97,525	...	8,47,148
State lines worked by the State.											
Standard gauge—											
North Western (c)	264	2,395	5,66,126	236	2,452	4,43,045	181	1,62,26,022	1,19,21,626	...	43,04,396
Oudh and Rohilkhand	244	692	1,02,461	148	692	1,14,990	166	43,29,348	41,59,611	...	1,69,737
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	3,68,720	475	777	2,79,120	359	58,59,823	54,72,104	...	3,87,719
Bengal Central (d)	117	125	19,089	153	125	21,000	16[illegible]	3,75,680	3,79,458	3,778	...
Metre gauge—											
Burma (e)	203	609	86,495	142	715	1,10,959	155	25,44,331	31,50,693	6,06,362	...
Special gauges—											
Jorhát	47	25	1,341	54	25	2,074	83	33,794	36,827	3,033	...
Cherra-Companyganj	44	8	265	33	8	[illegible]57	3[illegible]	8,414	7,258	...	1,156
Total	251	4,631	11,44,497	247	4,794	9,71,505	203	2,93,77,112	2,51,27,577	...	42,49,835
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (f)	572	1,485	4,99,003	336	1,490	4,55,025	305	2,19,85,546	1,86,52,488	...	33,33,058
Bombay, Baroda and Central India	500	461	2,04,880	444	461	1,93,000	419	70,00,073	72,19,286	2,19,213	...
Madras	216	840	2,12,822	253	840	1,72,649	206	48,[illegible],840	45,77,927	...	3,15,013
Total	468	2,786	9,16,704	329	2,791	8,20,674	294	3,38,79,459	3,04,49,701	...	34,29,758
Total (Guaranteed and State)	2[illegible]0	15,129	36,28,864	240	15,580	33,65,945	216	11,30,01,544	10,44,74,803	...	85,26,741
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	20,138	124	162	20,953	129	5,34,323	5,10,831	...	23,492
Tárakeshwar	258	22	4,555	207	22	5,036	229	1,47,121	1,42,472	...	4,649
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	6,481	97	67	9,780	146	2,00,347	2,33,170	32,823	...
Dibru-Sadiya	128	78	8,560	110	78	7,956	102	2,62,212	2,63,755	1,543	...
Total	135	329	39,734	121	329	43,725	133	11,44,003	11,50,228	6,225	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	55,345	156	354	37,969	107	13,35,400	12,84,998	...	50,402
The Gaekwar's Petlád	91	13	623	48	13	710	55	31,963	30,366	...	1,597
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	28,252	95	311	45,110	145	6,79,142	6,90,081	10,939	...
The Gaekwar's Mehsána	50	93	2,662	29	93	3,720	40	96,094	1,23,519	27,425	...
Kolhápur	55	29	1,588	55	29	1,457	50	(g) 39,009	42,347	3,338	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	2,424	34	72	3,120	43	1,04,306	1,22,717	18,411	...
Total	107	857	90,894	106	872	92,086	106	22,85,914	22,94,028	8,114	...
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	8,347	77	108	9,555	88	3,50,888	2,58,522	...	92,366
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	21,854	65	334	22,530	67	7,18,081	8,35,068	1,16,987	...
Jodhpur-Bickaneer	72	188	18,252	97	291	11,200	38	2,85,518	4,56,750	1,71,232	...
Special gauge—											
Morvi	63	94	5,515	59	94	6,432	68	1,68,508	1,62,378	...	6,130
Total	76	616	45,621	74	719	40,162	56	11,72,107	14,54,196	2,82,089	...
GRAND TOTAL	269	17,039	38,13,460	224	17,608	35,51,473	202	11,79,54,456	10,96,31,777	...	83,22,679

(a) Includes the Patna-Gya state railway.
(b) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(c) Includes the Jammu and Kashmir railway.
(d) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.
(e) Includes the Mu Valley state railway.
(f) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti state railways.
(g) Total receipts from 21st April to 3rd October 1891.

F. B. HEBBERT, *M. Inst. C. E.*,
Under-Secretary.

Simla, the 13th October, 1892.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 15, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 26th March, 1892.

From the 2nd April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 26th March all Notifications and other matter intended for publication in those Parts should be addressed to the Officiating Publisher at Simla.

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Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,
Publisher, Gazette of India.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 30th September, 1892.

PARTICULARS.	3½ per cent. Transfer Loan of 1853-54.	4 per cent. Loans: Of 1832-33.	Of 1835-36.	Of 1842-43.	Of 1854-55.	Transfer of 1865.	Reduced 4 per cent. Loan of 1879.	Total.	4½ per cent. Loans: Of 1870.	Of 1878.	Transfer Loan of 1879, 4½ per cent. Portion.	Total.	Transfer Loan of 1879, Seven Shillings per cent. Portion.	5 per cent. Loan of 1856-57.	GRAND TOTAL.
Balance of 15th September, 1892	54,700	10,91,840	22,10,200	3,56,58,300	15,98,09,900	4,07,70,000	1,90,51,300	25,85,91,540	36,000	2,23,700	66,70,600	69,30,300	1,34,800	32,200	26,57,43,540
Add—															
Amount of 3/4 notes transferred to 6/4 in London	...	...	...	...	2,100	...	...	2,100	...	...	...	...	...	...	2,100
Amount of 4/4 notes transferred to 6/4 in London	...	...	...	...	11,300	...	...	11,300	...	...	...	...	...	...	11,300
Amount of 4/½ '79 notes transferred to 6/4 in London	...	...	...	...	1,11,700	...	...	1,11,700	...	...	...	...	...	...	1,11,700
Amount enfaced at Madras between 16th and 30th September, 1892	...	...	...	1,000	31,200	15,600	7,200	55,000	...	...	...	...	...	...	55,000
Amount enfaced at Bombay between 16th and 30th September, 1892	...	...	...	84,000	2,06,500	1,00,000	...	3,90,500	...	...	...	...	...	...	3,90,500
Amount enfaced at Calcutta between 16th and 30th September, 1892	...	1,15,520	9,000	1,54,100	48,500	70,900	...	3,98,020	...	...	...	...	...	...	3,98,020
	54,700	12,07,360	22,19,200	3,58,97,400	16,02,21,200	4,09,56,500	1,90,58,500	25,95,60,160	36,000	2,23,700	66,70,600	69,30,300	1,34,800	32,200	26,67,12,160
Deduct— Amount written off in the London Registers	...	2,133	48,300	81,500	2,26,000	61,500	15,500	4,34,933	...	...	1,11,700	1,11,700	...	1,000	5,47,633
Balance on 30th September, 1892	54,700	12,05,227	21,70,900	3,58,15,900	15,99,95,200	4,08,95,000	1,90,43,000	25,91,25,227	36,000	2,23,700	65,58,900	68,18,600	1,34,800	31,200	26,61,64,527

NOTE.—From 9th June, 1867, to 31st July, 1892, enfaced from India 7,938 lakhs; re-transferred from London 6,690 lakhs.
" 1st Aug. 1892, " 15th Aug. " ditto 70 " ditto 22 "
" 16th " " " 31st " " ditto 25 " ditto 10 "
" 1st Sept. " " 15th Sept. " ditto 8 " ditto 17 "
" 16th " " " 30th " " ditto 8 " ditto 4 "

8,050 lakhs. 6,743 lakhs.
6,743 "

Balance against India . 1,307 lakhs.

PUBLIC DEBT OFFICE,
BANK OF BENGAL;
Calcutta, 8th October, 1892.

W. D. CRUICKSHANK,
Secretary & Treasurer.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 12th October, 1892.

NOTIFICATIONS.

No. 2847-*P*.—Applications in respect of the under-mentioned inventions have been filed, during the week ending 8th October 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act 1888 :—

No. 254 of 1892.—Walter Frederic Perman, Tea Planter, Selang, Assam, and Montague Kelway Bamber, Analytical Chemist, Metcalfe Hall, Calcutta, for an improved machine for withering tea or other leaf.

No. 255 of 1892.—John Julius Adler, Deputy and Acting Carriage and Wagon Superintendent, Rajputana-Malwa Railway, for improvements in or relating to bogie trucks for rolling stock.

No. 256 of 1892.—Theodore William Hughes Hughes and Edward Kay Robinson, for the strop Scabbard.

No. 257 of 1892.—Maurice Lorois, of 5 Avenue Allard Nantes, in the Republic of France, President of the Sociéte anonyme des Moteurs Thermigues Gardie of Nantes aforesaid, for improvements in and connected with gas engines or motors.

No. 258 of 1892.—John Edward Dowley Wise, Engineer, of No. 33, Bania Pookur Road, Calcutta, for a specially constructed boat, in which fish or other submarine animals may be conveyed through water and kept alive whilst being so conveyed.

No. 2848-*P*.—A specification of the under-mentioned invention has been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying :—

No. 14 of 1892.—Edward Lennon Cantwell, Civil Engineer and Patent Agent, of No. 5, Old Post Office Street, Calcutta, for a nut-cutter principally intended for cutting betel-nuts into fine threads or strings. (Filed 4th August 1892.)

No. 2849-P.—The under-mentioned design has been registered, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies of the design have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every design is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee :—

No. 65 of 1892.—Robert Gordon Orr and Fred. William Emery, both of Mount Road, Madras, in the Presidency of Madras, in the Empire of India, and there carrying on business together in co-partnership as watch-makers, diamond merchants, jewellers and silversmiths, under the style or firm of P. Orr and Sons, for a design consisting of a 24-hours' watch dial, with the dark hours represented by a black ground.

M. W. ROGERS, *Lieut.-Col.*, *R.E.*,
Secy. under the Inventions and Designs Act, 1888.

SURVEY OF INDIA DEPARTMENT.

MAP RECORD AND ISSUE OFFICE.

Maps published at the Head-Quarter Offices, Calcutta and Dehra Dun, for the quarter ending 30th September, 1892.

Agents for Sale of Maps.

CALCUTTA.—No Agent. Maps can be obtained from the Office, 13, Wood Street.
ALLAHABAD.—Curator, Government Books, North-Western Provinces.
NAGPUR.—Curator, Government Books, Central Provinces.
LAHORE.—Munshi Gulab Sing, Government Publishers and Booksellers.
MADRAS.—Messrs. Higginbotham & Co.
POONA.—Superintendent, Government Photo-zincographic Department.
RANGOON.—Superintendent, American Baptist Mission Press.
MANDALAY.—The Manager, Mandalay Herald Press.
RAJKOT.—Mr. Narainjee Sunderjee, for maps of Kathiawar only.
AHMEDABAD.—The Huzoor Deputy Collector, for maps of Gujarat only.
LONDON.—Mr. Edward Stanford, 26 and 27, Cockspur Street, Charing Cross, London S. W.
SIMLA.—Mrs. E. Corstorphan, Simla Fancy Repository.
MUSSOOREE.—The Secretary, Mussooree Book Society, Baring Institute, Mussooree.

All published maps are sold at the Survey of India Office, Calcutta, for cash prepaid.

N.B.—Maps are issued on the Public Service from the Calcutta Office, and also by the above-mentioned agents. The *cost of mounting maps, packing, and postage of parcels must be borne by applicants themselves.* Lists of newly published maps are periodically notified in the Gazettes of India and of Local Governments.

The cost of supplies which exceeds R50 is adjusted by book-debit for Government Departments by this Office, in communication with the Comptroller of India Treasuries, when Invoices are issued in triplicate with maps supplied.

When the cost does not exceed R50, agents are authorized to sell to Civil only, and not to Military and Public Works Department officials. Payment must be made in cash in all cases—*vide* Note XI (2), Rule 22, Chapter V of the Civil Account Code.

Cash payments to this Office include payment by Remittance Transfer Receipt or by Money Order. When Treasury Receipts or Challans and Stamps are forwarded in payment, they are returned as inadmissible.

DESCRIPTION AND NUMBER OF SHEETS.	Scale.	Size of Sheet.	PRICE OF MAP UNMOUNTED. Uncolored.		PRICE OF MAP UNMOUNTED. Colored.		REMARKS.
			R	a.	R	a.	
INDIAN ATLAS.							
Full Sheets, 94 (additions to 1891) and 111 (additions to 1890)	1" = 4 M.	41" × 27"	2	0	2	0	
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Maps of the Survey of India Department—continued.

Description and Number of Sheets.	Scale.	Size of Sheet.	Price of Map unmounted.		Remarks.
			Uncolored.	Colored.	
			R a.	R a.	
DIVISIONAL MAPS.					
Kumaon Division (revised up to 31st January 1891), in four sheets	1" = 4 M.	27" × 25"	2 0	2 8	
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Sylhet (with additions and corrections up to October 1891)	1" = 4 M.	34" × 28"	1 0	1 4	
STANDARD SHEETS.					
BOMBAY—					
Sheet No. 186	1" = 1 M.	40" × 25"	1 8	1 12	
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SOUTH-EASTERN FRONTIER—					
Sheet 1 N. W. (2nd Edition)	1" = 4 M.	40" × 25"	1 8	1 12	
PLANS OF CITIES AND CANTONMENTS.					
Dinapore, in 2 sheets (with additions and corrections up to July, 1892)	6" = 1 M.	40" × 25"	1 8	2 0	
STATISTICAL MAPS.					
India, shewing Railways, corrected up to 31st March, 1892	1" = 96 M.	35" × 26"	1 0	2 0	
India, shewing Telegraphs, corrected up to 31st March, 1892	1" = 96 M.	28" × 25"	1 0	*Nil.*	
CHARTS.					
Chart of Triangulation embracing the Field Operations of the Lushai Column, Lushai Expeditionary Force, 1889-90	1" = 4 M.	40" × 28"	1 0	*Nil.*	
MISCELLANEOUS.					
Madras Forest Survey, Sheets Nos. 2 and 2 (*b*), Papanasam Reserved Forests, Ambasaumdram Taluk, Tinnevelly District, Madras, in 7 sheets, Season 1890—92	4" = 1 M.	40" × 27"	5 0	6 0	
Madras Forest Survey, Sheet No. 2 (*a*), Terku Viravanallur Reserved Forest, Ambasaumdram Taluk, Tinnevelly District, Madras, Season 1890-91	4" = 1 M.	40" × 25"	0 12	1 0	
Rajputana Survey, Degree Sheet No. IV, parts of Jeypore, Jodhpore, Kishengurh, and Tonk States (with addition of Railway up to March 1892)	1" = 4 M.	27" × 20"	0 8	0 10	
Portion of Coal Fields Tract, Upper Chindwin District, Surveyed Season 1891-92	1" = 1 M.	40" × 25"	1 8	1 12	

W. H. WILKINS, *Colonel, S.C.,*
Assistant Surveyor-General,
In charge Map Record and Issue Office.

SURVEY OF INDIA DEPARTMENT,
Calcutta, 1st October 1892.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 11th October, 1892.

LIABILITIES.				R	a.	p.
	R	a.	p.			
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office .	56,29,879	4	3			
Public Deposits at Branches .	79,14,760	13	4	1,35,44,640	1	7
Other Deposits at Head Office and Branches				6,49,29,808	10	3
Bank Post Bills, etc. . . .				3,71,670	4	4
Sundries				30,05,958	11	11
RUPEES				10,66,52,077	12	1

ASSETS.				R	a.	p.
Government Securities . . .				88,31,440	0	0
Other authorized Investments . .				71,51,107	4	0
Loans on Government and other authorized Securities . . .				63,02,066	6	6
Accounts of Credit on Government and other authorized Securities .				63,72,867	14	2
Bills discounted and purchased .				1,72,40,469	4	5
Balances with other Banks . .				5,86,840	5	2
Bullion				5,07,757	0	11
Dead Stock				12,38,175	7	7
Stamps				8,971	14	0
Sundries				16,03,614	1	7
				4,98,43,309	10	4
	R	a.	p.			
Cash and Currency Notes at Head Office .	2,67,83,580	9	5			
Cash and Currency Notes at Branches .	3,00,25,187	8	4	5,68,08,768	1	9
RUPEES				10,66,52,077	12	1

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 13th October, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 69 4

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the fortnight ending 12th October 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 21st September, 1892 . .	6,63,548	
Value of Government silver in the Mint on the same date . .	10,51,570	17,15,118
ADD—		
Silver received by the Mint during the fortnight on account of the Currency Department	32,598	
Ditto ditto Government	1,260	
		33,858
		17,48,976
DEDUCT—		
New coin paid to Reserve Treasury during the fortnight	28,000	
Petty items issued for miscellaneous purposes . . .	13,557	
		41,557
Balance on the evening of the 12th October, 1892 . .	...	17,07,419
The Balance comprises—		
Silver held on account of the Currency Department .	6,96,147	
Ditto ditto Government	10,11,272	
		17,07,419
There is in addition awaiting assay—		
Bullion belonging to Private Individuals . . .	5,88,294	
Ditto ditto Government	...	
		5,88,294

A. W. BAIRD, *Lieut.-Col., R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 13th October, 1892.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Simla, the 6th October, 1892.

No. 22.—Offices reported opened and closed during September, 1892 :—

Name of Office.	Where situated.	Date.	REMARKS.
Government Telegraph Offices.			
		1892.	
Badani . .	Sind . . .	4th Sept.	Closed.
Baragali . .	Punjab . . .	28th ,,	Ditto.
*Darband . .	......	19th ,,	Opened.
Kalabagh . .	Punjab . .	30th ,,	Closed.
Larkana . .	Sind . . .	25th ,,	Opened.
Ranikhet Cantonment.	North-Western Provinces.	26th ,,	Closed.
Ziarat . .	Baluchistan .	30th ,,	Ditto.
Railway Telegraph Offices.			
		1892.	
Bhavnagar Bunder	Bhavnagar-Gondal-Junagarh-Porbandar State Railway.	17th Sept.	Opened.
Dozan Mushkaf .	North Western Railway.	21st ,,	Ditto.
Unerpur . .	Ditto . .	15th ,,	Ditto.

* Field Office, Hazara Expedition.

W. F. MELHUISH,
Director, Traffic Branch,
for Director-General of Telegraphs.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATION.

Abu, the 6th October, 1892.

No. 3640-G.—Lieutenant-Colonel W. Loch, I. S. C., Assistant to the Resident, Western Rajputana States, availed himself, on the afternoon of the 11th September, 1892, of the privilege leave granted him in this office Notification No. 2777 G., dated 8th August, 1892.

By Order,

S. F. BAYLEY, *Lieut.*,

First Asst. Agent to the Govr.-Genl., Rajputana.

AGENT TO THE GOVERNOR-GENERAL FOR CENTRAL INDIA.

NOTIFICATION.

Indore Residency, the 8th October, 1892.

No. 6113.—Lieutenant R. L. Kennion, I. S. C., officiating 4th Squadron Commander, 2nd Regiment, Central India Horse, is granted privilege leave for 15 days, with effect from the 1st October, 1892, or the subsequent date on which he may avail himself of it.

By Order,

C. E. ROSS,

Asst. Agent to the Govr.-Genl. for Central India.

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATIONS.

Abu, the 6th October, 1892.

No. 1037.—In exercise of the powers conferred on him by Section 41 of the Code of Criminal Procedure (Act X of 1882), the Chief Commissioner of Ajmere and Merwara is pleased to withdraw, with effect from the 1st of October, 1892, the powers of Assistant Sessions Judge conferred on Pandit Suraj Narayan, Judicial Assistant Commissioner of Ajmere, by this office Notification No. 537, dated 30th May, 1892.

No. 1040.—In exercise of the powers conferred on him by Sections 12 and 37 of the Code of Criminal Procedure (Act X of 1882), the Chief Commissioner of Ajmere and Merwara is pleased to invest Pandit Suraj Narayan, Judicial Assistant Commissioner of Ajmere, with effect from the 1st October, 1892, with the powers of a Magistrate of the first class, and with the additional powers mentioned in Sections 110, 133, and 260 of the said Act to be exercised within the district of Ajmere.

By Order,

S. F. BAYLEY, *Lieut.*,

First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 7th October, 1892.

No. 49.—With reference to Public Works Department Notification No. 345, dated the 29th September, 1892, the undermentioned officers are transferred to the Cuttack-Midnapur-Howrah Railway Survey:—

From the Bengal-Assam Railway.

Mr. W. K. Stent, Executive Engineer, 1st grade.

From the Kalka-Simla Railway Survey.

Rai Bahadur, Bhoobun Mohun Bose, Executive Engineer, 3rd grade, sub. *pro tem.*

No. 50.—With reference to Public Works Department Notification No. 345, dated 29th September, 1892, Rai Sahib Gopal Chandra Chattopadhyay, Assistant Engineer, 1st grade, is, on return from leave, posted to the Cuttack-Midnapur-Howrah Railway Survey.

R. A. SARGEAUNT, *Lt.-Col., R.E.*,

Director-General.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion The Buffs, East Kent Regiment of Infantry, dated at Fort William, this 10th day of October, 1892.

Number, Rank, and Name,—No. 3619, Private James Boyles.	Parish and County in which Born,—Curnmoney Aukim.
Age,—21 years 6 months.	Date of Desertion or absence,—4th October, 1892.
Height,—5 feet 6 inches.	Place of Desertion or absence,—Fort William, Calcutta.
Colour of—Complexion, dark; Hair, dark brown; Eyes, dark.	Marks,—Tattoo letters I. B., left forearm. Scar on left knee. Scar on upper lip.
Trade,—Labourer.	Under 2 years' service.
Date of Enlistment,—18th May, 1891.	
Place of Enlistment,—Belfast.	

R. A. HICKSON, *Major*,

Comdg. 1st Battn. The Buffs.

Report of a Deserter or Absentee without leave, from the 2nd Battalion, King's Own Yorkshire Light Infantry, dated at Colaba, Bombay, this 11th day of October, 1892.

Number, Rank, and Name,—No. 3929, Private Michael Healey.	Parish and County in which born,—Mallow, Cork, Ireland.
Age,—24 years 10 months.	Place of residence for last 12 months before enlistment,—Not known.
Height,—5 feet 11 inches.	Marks,—Small but deep scar directly near the spine.
Colour of—Complexion, fair; Hair, brown; Eyes, grey.	Trade,—Engine Driver.
Date of Desertion or Absence,—10th October, 1892.	Regimentals or plain clothes,—Regimentals.
Place of Desertion or Absence,—Colaba, Bombay.	REMARKS,—Was formerly employed on the Great Indian Peninsula Railway.
Date of Enlistment,—23rd August, 1892.	Under 6 months' service.
At what place enlisted,—Colaba, Bombay.	

H. C. SYMONS, *Lieut.-Colonel*,

Comdg. 2nd Battn., K.'s O. York. L. I.

TREASURE TROVE.

NOTICE.

It is hereby notified under Section 5 of the Indian Treasure Trove Act (VI of 1878), that on or about 10th June, 1892, the property specified below, valued R52-8-0, was found underground while blasting stones for a well at a place called Sudaliparai in Survey No. 103, classed as Kallanguthu poramboke in the village of Othiathore in the Tendivanam Taluk, South Arcot District, in the Presidency of Madras.

2. All persons claiming the said treasure, or any part thereof, are hereby required to appear, personally or by duly authorised agent before the Collector of South Arcot, at his office, at Manjakuppam, on the 1st March, 1893, in order to the matter being enquired into and determined in accordance with the provisions of the Act.

Consecutive No.	Description of property.	Approximate value. R	a.	p.
1	Two small pieces of gold . . .	3	4	0
2	One thin gold wire	0	4	0
3	Four gold earrings (கொப்பு) . .	1	4	0
4	One gold ear ornament (ஓலை) . .	6	0	0
5	One big gold thread (சரடு) . .	3	0	0
6	One small gold thread (சரடு) . .	1	8	0
7	Six star pagodas (பூவராகன்) .	24	0	0
8	One big gold piece	6	4	0
9	One gold thalepottu	3	4	0
10	One gold knot (பொன் கொம்பு முடிச்சி)	3	12	0
11	One brass lid (பித்தலை டப்பியின் மேல் மூடி)	...		
		52	8	0

M. HAMMICK,

Acting Collector of South Arcot.

The 29th September, 1892.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 11th October, 1892.

No. 8852.—Mr. Safdar Hussein Sahib, B.A., is appointed to act as a Superintendent of Post Offices, 4th grade, in lieu of Mr. J. L. Siddle, during the remainder of the leave of Mr. R. H. McKillop, Superintendent of Post Offices, 1st grade, or until further orders.

No. 8875.—Mr. L. A. Massa, Superintendent of Post Offices, 3rd grade, is granted privilege leave for 2 months and 9 days, with effect from the 25th July, 1892.

Mr. Yeshwant Ram Chandra Senjit is appointed to act as a Superintendent of Post Offices, 4th grade, during Mr. Massa's absence, or until further orders.

The 13th October, 1892.

No. 8971.—Khan Bahadur Munshi Suzawar, Post Master, Lahore, is granted privilege leave for 3 months from the 5th September, 1892, or from the date on which he may avail himself of it, and the following acting appointments are made during his absence, or until further orders :—

Mr. J. P. Oliver to act as Post Master, Lahore.
Mr. C. J. Stowell to act as Deputy Post Master, Simla.

A. U. FANSHAWE,

Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 11th October, 1892.

Delecroix, J. & Co.
Editor, *Indian Observer*.
Euselme, G., & Co.
Fitarado & Sons.
Gerard, F., Mrs.
Hardcastle, C. F.
Harrington, B. R., Esq.
Indian Trading Co.
Johnson, John.
Lethbridge & Boyd, Ld.
Quaripal, Chas., Esq.
Schuster Maurice, Mons.
Thomson, A., & Co.
Vardevel, Mons.
Waile & Co.
Warringham & Co., Mes s.

Letters marked "Care of Post Office."

Abbe Cooper, Miss.
Abeasis, J., Mr.
Alexander, George.
Arden, Miss Ethel.
Atkinson, F. S.
Augustine, S. M.
Barten, J. G.
Bean, H.
Blakie, T.
Brewer, Thos.
Broomfield, A., Esq.
Brown, Frank.
Charlton, J. G.
Clark, Harry.
Coles, J. A., Esq.
Commandant, Malacca Police.
Culbard, Mrs.
Davies, Reginald.
Desevaux, Charles.
DeSouza, J. V.
Dowley, C. B.
Drummond, G.
Ewan, Francis.
Findlay, J. C.
Finkler, M.
George, J., Esq.
Harraden, O., Esq.
Harrington, Rev.
Hlellde, Mrs.
Home, W. D., Mr.
Hough, E., Esq.
Humpage, Alf., Mr.
Isaacs, Elias H.
Kemble & Co.,
Knolles, A. S.
Kramer, Miss Bethy.
Lackersteen, M. L.
Leonardi, F.
Leonardi, O.
Leslie, W.
Marchetta, A.
Martin, J. A., Esq.
McCoy, G. E.
Mittar, C. M., Mrs.
Moolla Moosajee.
Naser, Sam. E.
Newcombe, Alfred.
Parkinson, A., Mrs.
Parsons, John.
Patterson, E. L.
Peatling, T. H.
Raha, Mrs. O.
Revelliod, John, Esq.
Reynolds, R.
Roberts, R.
Romanoff, A. D.
Sceats, Frank S.
Schmidt, H., Esq.
Smith, Ed. A., Esq.
Smith, E., Esq.
Smith, W., Esq.
Sponce, Reginald, Esq.
St. Clair, C., Mrs.
Stack, Mr.
Staff, Ernest.
Stanier, Beville.
Strchlneen, Seamen E., Mr.
Summers, T., Mr.
Swetenham, E., Col.
Tambkin, S.
Tod, John.
Trahan, Mrs. M.
Vallance, W. F.
Van Locy, Madame.
Walker, Mrs. D.
Wallace, R. C.
Wallace, R. E.
Wallerstein, Major.
Walls, John.
Wyndham, Wm.

Registered Letters.

Abromovitz, Sophie.
Aldham, C. J., Esq.
Gay, R., Esq.
Jones, F. H., Esq.
Lawler, M., Mrs.
Makowitch, Mechel, Mons.
Schoidhan, Dr. Franzis.

Unclaimed Letters held in the Bombay General Post Office.

Angola, R.
Alexander, H. N.
Allen, D.
Abholed, W. L.
Bulkley, Mrs.
Barboza, A.
Basset, E.
Borlean, F. R. F., Lt.
Bagshawe, C.
Bowen, R.
Barker, E. J.
Bostein, M. A., Mrs.
Bergl, L.
Collens, J. H.
Coleman, W. F., Capt.
Cazenmoe, L.
Courtnay, G. C.
Charlie, M. C.
Cleave, W. G.
Crouley, Col. S. G.
Devare, Miss.
D'Silva, J.
Eddis, A. S., Miss.
Evans, Miss C.
Faulker.
Fildhouse, A., Mrs.
Goldenberg, I.
Hamilton, A. G.
Heine, F.
Hille, R.
Horloger, H.
Jeffries, W. F.
Jeott, A.
Jones, A. B., Mr.
Jackson, E. J.
Jeffries, S.
Kelly, E. H., Dr.
Koch, G.
Krans.
Lemarchand, C. H.
Large, P. S. S.
Leisdale, S.
Leslie, A. E., Lt.
Macdonald, W. J.
Mayo, S.
Margesson, E. C.
Marembak, J.
Nazarette, L. J.
Nolan, A. H., Mrs.
Owen, W. S.
Page, P. G.
Pilkington, A. R., Capt.
Patton, J.
Kickitt, S. A.
Petts, S., Mr.
Priestly.
Pereira, Miss.
Rinkel, F.
Ray, H.
Roland, C.
Rawbome, A. J.
Rufence, F.
Spencer, H. J.
Stevens, W. S.
Stoddard, W. A.
Stephenson, S.
Stewartz, W.
Stuart, C. H.
Stegemann, E. A., Mr.
Sharphie, A. C.
Townsend, E. S.
Taylor, E.
Vonkengelman, H.
Vukers, W.
Wood, H., Col.
Williamson, A., Mr.

Unclaimed Letters held in the Barrackpore Post Office on the 10th October, 1892.

Bakar, F. O.	Gomperts, R. L. D.	More, F.
Baker, E. O. A.	Hopkinson, W.	Owmen, M.
Cabe, Mrs. M.	John, R. S.	Parker, C. F.
Chew, G. E.	Jowedis, L. G.	Pattison, W.
Cohen, M.	Kingsley, G.	Rydquist, C. E.
Cosgrain, P. H. duP.	Malloy, O. F.	Spraggs, E. G.
Gieng, Saint.	Markiew, H.	

GEO. ED. WALKER,
Offg. Presidency Postmaster, Calcutta.

The 15th October, 1892.
SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	19th Oct.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	18th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	17th ,,	Ditto.
Australia, New Zealand, and Tasmania.	17th ,,	Ditto.
Madras, Pondicherry, Ceylon, Batavia, Singapore, and China.	22nd ,,	Per French Steamer *Niemen*.
Colombo	19th ,,	Per P. and O. Steamer *Coromandel*.
Straits, China, and Japan . .	22nd ,,	Per Steamer *Chelydra*.
Rangoon and Moulmein . .	18th ,,	Per Steamer *Goa*.
Rangoon, Moulmein, Penang, and Singapore.	21st ,,	Per Steamer *Nerbudda*.
Akyab, Kyaukpyu, Sandoway, and Rangoon.	19th ,,	Per Steamer *Katoria*.
Port Blair	20th ,,	Per Steamer *Shahjehan*.
Singapore, Adelaide, Melbourne, and Sydney.	19th ,,	Per Steamer *Port Pirie*.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

GEO. ED. WALKER,
Offg. Presidency Postmaster, Calcutta.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কালকাতার বোটানিকেল গাড়ণের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিন্‌কোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২৷০ টাকায়, আট ঔন্স টিন ৫, টাকায় ও এক পৌণ্ড টিন ১০, টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩, টাকায়, আট ঔন্স টিন ৬, টাকায় এবং এক পৌণ্ড টিন ১২, টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণ ও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ॥০ ও এক পৌণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows:—

1 Pound tin,	R16,	or, post free,	R16-12.
½ ,,	R 8,	,,	R 8-8.
¼ ,,	R 4,	,,	R 4-8.

Analysis shows this Quinine to be of the purest manufacture; and it is guaranteed to be free from wilful mixture with the inferior alkaloids Cinchonine and Cinchonidine. It is for sale only to Government officers, and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে, যথা—

১ এক পৌণ্ড টিন . ১৬৶ বা ডাকমাশুল বিনা ১৬৸০
॥ আধ " " ৮৶ বা ডাকমাশুল বিনা ৮।০
শিকি " " ৪৶ বা ডাকমাশুল বিনা ৪।০

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিন্‌কোনাইন ও সিন্‌কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

THE INDIAN LAW REPORTS.

PUBLISHED UNDER AUTHORITY.

The Indian Law Reports, published under the authority of the Governor-General in Council, appear in monthly parts, published as soon as possible after the first of each month, at Calcutta, Madras, Bombay, and Allahabad, and comprise four series,—one for the Calcutta High Court, a second for the Madras High Court, a third for the Bombay High Court, and a fourth for the Allahabad High Court. The cases heard by the Privy Council on appeal from each High Court are reported in the series for that High Court. Cases heard by the Privy Council on appeal from Provinces in India not subject to any High Court are reported in the Calcutta Series.

The Calcutta Series is distributed by the Bengal Secretariat, and the Madras, Bombay and Allahabad Series are distributed direct from Madras, Bombay and Allahabad, respectively.

In supersession of the previous advertisements, on and from the 1st January, 1889, the terms of subscription and sale will be as follows for current issues as well as for back numbers of the Reports from 1876:—

Terms of subscription payable annually in advance.

For the complete Series, *including postage* . . R32

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For the Calcutta Series	10 0 0	12 8 0
" each of the Madras, Bombay and Allahabad Series. . . .	6 0 0	7 0 0
" a part of the Calcutta Series purchased separately, *inclusive of postage in India*	...	2 0 0
" a part of each of the Madras, Bombay, and Allahabad Series purchased separately, *inclusive of postage in India*	...	1 0 0

The following is the rate at which deductions will be made for parts out of print and at which duplicate copies will be supplied to subscribers when required in place of copies lost in transit:—

	For town. R a. p.	For mofussil R a. p.
For the Calcutta Series; per copy . .	0 8 9	0 10 3
" each of the Madras, Bombay and Allahabad Series, per copy. .	0 5 3	0 5 9
" the Calcutta Series. For the year .	7 2 6	8 6 3
" each of the Madras, Bombay, and Allahabad Series. For the year	4 4 6	4 11 3

Persons desiring to subscribe for, or purchase, the Reports should apply to—

Superintendent, Government Press, Madras.
The Superintendent, Government Central Press, Bombay.
The Curator of Government Books, North-Western Provinces and Oudh.
" Superintendent of Government Printing, Bengal.

Orders and subscriptions for 1892 should be at once registered and remitted by money-order payable to the Accountant and Treasurer, Bengal Secretariat, Calcutta.

Advertisements will be received for publication on the wrappers of the Indian Law Reports, Calcutta Series, at the following rates, payable in advance:—

	One page.	*Half page.*	*Quarter page.*
For one issue	R 20	R 14	R 9
" three issues	" 55	" 36	" 24
" six "	" 100	" 68	" 45
" nine "	" 145	" 96	" 64
" twelve "	" 180	" 120	" 80

Several volumes of the BENGAL LAW REPORTS, from August 1868 to December 1875, and FULL BENCH RULINGS, Parts I and II, are available at the following rates:—

	Without postage. R a. p.	With postage. R a. p.
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	R	a.	p.	R	a.	p.		R	a.	p.	R	a.	p.
General Subscription . .	8,739	5	0	8,836	7	9	Annuity	2,384	2	3	2,562	7	9
Interest	6,800	3	0	...			Establishment . .	373	8	0	373	8	0
Miscellaneous Receipts .	4	7	9	3	6	0	Miscellaneous Charges .	594	15	0	186	6	9
Government of India . .	3,240	0	0	3,200	0	0	Government of India for Deposit	15,529	0	0	8,830	0	6
Entrance Fees . . .	27	0	0	14	0	0	Deposits	203	1	9	139	12	0
Deposits	157	11	6	92	9	6	Closing Cash Balance .	270	8	6	324	12	9
Opening Cash Balance . .	386	8	3	270	8	6							
TOTAL .	19,355	3	6	12,416	15	9	TOTAL .	19,355	3	6	12,416	15	9

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CALCUTTA,
The 30th September, 1892.



SUPPLEMENT TO

The Gazette of India.

No. 42.} CALCUTTA, SATURDAY, OCTOBER 15, 1892.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rubees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first six months of the official year 1892-93, and of the twenty-one preceding years.

(In Thousands of Rupees.)

YEAR.	FOR THE SIX MONTHS, APRIL TO SEPTEMBER.																									YEAR.
	Bengal.				Bombay.				Sindh.				Madras.				Burma.				Total British India.					
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	5,38	36,54	10,61	52,53	3,81	18,83	1,84	24,48	66	50	68	1,84	1,76	6,22	7,32	15,30	78	2,00	9,51	12,29	12,39	64,09	76,48	29,96	1,06,44	1871-72
1872-73	6,59	36,64	11,34	54,57	2,70	19,48	1,54	23,72	53	49	1,09	2,11	1,94	5,85	5,64	13,43	1,60	2,25	18,00	21,85	13,36	64,71	78,07	37,61	1,15,68	1872-73
1873-74	5,16	32,43	8,39	45,98	2,91	17,90	1,53	22,34	58	33	58	1,49	1,84	6,63	7,21	15,73	1,62	2,30	14,08	18,00	12,11	59,64	71,75	31,79	1,03,54	1873-74
1874-75	5,95	38,28	6,22	50,45	3,20	19,74	1,61	24,55	59	30	66	1,55	1,74	6,95	6,74	15,43	2,03	3,18	9,77	14,98	13,51	68,45	81,96	25,00	1,06,96	1874-75
1875-76	6,14	38,71	7,63	52,48	3,34	20,11	3,40	26,85	62	42	87	1,91	2,10	7,21	6,92	16,23	1,80	2,31	17,51	21,62	14,00	68,76	82,76	36,33	1,19,09	1875-76
1876-77	6,31	30,89	6,07	43,27	3,92	17,55	52	21,99	70	32	11	1,13	2,82	6,55	4,34	13,71	2,23	2,53	12,40	17,16	15,98	57,84	73,82	23,44	97,26	1876-77
1877-78	7,05	39,19	7,27	53,51	4,37	21,09	49	25,95	1,08	36	18	1,62	2,56	3,85	85	7,26	2,42	2,72	9,30	14,44	17,48	67,21	84,69	18,09	1,02,78	1877-78
1878-79	6,55	31,32	6,59	44,46	4,05	18,70	1,07	23,82	91	25	10	1,26	2,97	4,74	2,05	9,76	3,63	3,34	12,94	19,91	18,11	58,35	76,46	22,75	99,21	1878-79
1879-80	5,92	31,25	4,30	41,47	4,39	15,84	86	21,09	1,49	38	10	1,97	2,64	4,41	2,72	9,77	3,35	3,05	16,89	23,29	17,79	54,93	72,72	24,87	97,59	1879-80
1880-81	6,57	29,00	5,15	40,72	4,15	22,93	77	27,85	2,11	54	10	2,75	2,39	5,28	4,52	12,19	2,34	3,80	18,30	24,44	17,56	61,55	79,11	28,84	1,07,95	1880-81
1881-82	6,72	28,20	7,42	42,34	5,03	20,69	72	26,44	1,89	58	14	2,61	2,42	5,02	3,11	10,55	3,33	3,76	21,67	28,76	19,39	58,25	77,64	33,06	1,10,70	1881-82
1882-83	7,01	...	7,35	14,36	5,12	—105*	62	4,69	1,71	3	25	1,99	2,63	1	2,10	4,74	3,99	3	26,41	30,43	20,46	—98*	19,48	36,73	56,21	1882-83
1883-84	6,95	6	8,99	16,00	5,27	20	52	5,99	1,75	1	20	1,96	2,62	7	2,70	5,39	3,81	8	19,25	23,14	20,40	42	20,82	31,66	52,48	1883-84
1884-85	5,91	17	4,97	11,05	4,80	19	77	5,76	1,92	2	21	2,15	2,32	1	3,16	5,49	3,82	6	14,08	17,96	18,77	45	19,22	23,19	42,41	1884-85
1885-86	6,37	9	6,15	12,61	5,64	22	42	6,28	2,12	2	33	2,47	2,38	6	1,61	4,05	3,15	3	22,65	25,83	19,66	42	20,08	31,16	51,24	1885-86
1886-87	6,40	19	4,96	11,55	5,84	28	52	6,64	2,20	6	45	2,71	3,00	6	2,64	5,70	4,40	6	18,39	22,85	21,84	65	22,49	26,96	49,45	1886-87
1887-88	5,57	22	6,67	12,46	6,92	21	74	7,87	2,45	3	34	2,82	4,51	2	2,46	6,99	4,56	1	19,78	24,35	24,01	49	24,50	29,99	54,49	1887-88
1888-89	6,99	3,06	7,91	17,96	7,01	1,78	59	9,38	2,59	61	19	3,39	4,97	29	2,65	7,91	4,35	62	13,22	18,19	25,91	6,36	32,27	24,56	56,83	1888-89
1889-90	7,10	4,45	6,06	17,62	7,72	1,01	94	9,67	2,77	41	24	3,42	5,00	36	3,42	8,78	4,06	1,59	21,05	26,70	26,65	7,83	34,48	31,71	66,19	1889-90
1890-91	8,05	4,23	8,34	20,62	8,13	2,22	78	11,13	3,00	50	33	3,83	5,50	53	2,32	8,35	4,54	20	29,62	34,36	29,22	7,68	36,90	41,44	78,34	1890-91
1891-92	7,78	5,25	8,30	21,33	7,93	2,46	52	10,91	2,69	33	31	3,33	4,86	52	2,14	7,52	4,50	60	27,14	32,24	27,76	9,16	36,92	38,41	75,33	1891-92
1892-93	8,15	5,70	6,60	20,45	8,54	2,66	83	12,03	2,79	40	33	3,52	5,10	17	1,98	7,25	5,08	30	18,94	24,32	29,66	9,23	38,89	28,68	67,57	1892-93

* The amount refunded was greater than the duty collected.

Finance and Commerce Department
(*Statistical Branch*)
Calcutta, 14th October 1892.

J. F. FINLAY,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 43.] SIMLA, SATURDAY, OCTOBER 22, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

MILITARY SECRETARY'S OFFICE.

NOTIFICATIONS.

Simla, the 18th October, 1892.

HIS EXCELLENCY THE VICEROY AND GOVERNOR GENERAL will hold a Levée at Government House, Calcutta, on Thursday, the 8th December 1892, at 9-30 P.M.

All Civil and Military Officers and the Native Officers of the Native Regiments of the Garrison are invited to attend.

Gentlemen purposing to attend the Levée are requested to send their cards to the Aide-de-Camp in Waiting not later than Saturday, the 26th November 1892, after which "No Cards" will be received, and to bring with them to the Levée two cards with their names legibly written on them—one to be given on entering the Government House, and the other to the Aide-de-Camp in Waiting at the time of presentation.

Gentlemen who have not already been presented at the Court of St. James or at Government House will be good enough to add the names of Gentlemen who will present them.

Gentlemen who present others must themselves attend the Levée.

Gentlemen wearing uniform will appear in Full Dress.

Gentlemen not wearing uniform will appear in Evening Dress.

The carriages of Gentlemen (except such as have the Private Entrée) attending the Levée will enter by the North-East Gate, set down under the Grand Staircase, and pass out by the North-West Gate.

The 19th October, 1892.

THEIR EXCELLENCIES THE VICEROY AND MARCHIONESS OF LANSDOWNE will hold a Drawing Room at Government House, Calcutta, on Wednesday, the 14th December 1892, at 9-30 P.M.

Ladies purposing to attend the Drawing Room are requested to send their cards and addresses to the Aide-de-Camp in Waiting not later than Thursday, the 8th December 1892, after which "No Cards" will be received, and to bring with them to the Drawing Room two cards with their names legibly written on them—one to be given on entering Government House, and the other to the Aide-de-Camp in Waiting at the time of presentation.

Ladies who have not already been presented at the Court of St. James or at Government House are requested to send their cards through the Ladies intending to present them, with their addresses, to the Aide-de-Camp in Waiting as soon as possible.

Ladies who present others must themselves attend the Drawing Room.

Ladies attending the Drawing Room will be expected to appear in Full Dress, but without trains.

The carriages of those who have the Private Entrée will enter by the South-West Gate, and set down at the South Entrance of Government House.

All other carriages will enter by the North-East Gate, set down under the Grand Stairs, and pass out by the North-West Gate.

The 20th October, 1892.

With reference to Military Secretary's Office Notification dated the 8th October 1892, it is hereby notified that His Excellency THE VICEROY AND GOVERNOR GENERAL will hold a Levée at Government House, Madras, on Friday, the 25th November 1892, at 9-30 P.M., instead of on Saturday, the 26th November, as previously notified.

By Command,

WILLIAM BERESFORD, *Colonel,*
Military Secretary to the Viceroy.

HOME DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENTS.

Simla, the 20th October, 1892.

No. 463.—The services of Mr. H. Luttman-Johnson, Judge and Commissioner of the Assam Valley Districts, are replaced at the disposal of the Government of Bengal.

PORT BLAIR.

The 20th October, 1892.

No. 883.—Mr. F. E. Tuson, First Assistant Superintendent, Port Blair, has obtained privilege leave for two months and one day, with effect from the 17th November 1892.

JUDICIAL.

The 21st October, 1892.

No. 1339.—The services of Mr. E. M. H. Fulton, Indian Civil Service (Bombay Establishment), Judicial Commissioner of Lower Burma, are replaced at the disposal of the Government of Bombay, with effect from the date on which he may be relieved of his duties.

POLICE.

The 20th October, 1892.

No. 560.—The services of Mr. A C. Hankin, District Superintendent of Police, Central Provinces, are placed temporarily at the disposal of the Government of India in the Foreign Department.

ECCLESIASTICAL.

The 17th October, 1892.

No. 289.—The Reverend Richard Somerville-Wood has been appointed a Chaplain on probation on the Bengal (Calcutta) Ecclesiastical Establishment to fill an existing vacancy.

C. J. LYALL,
Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.

SURVEYS.

Simla, the 21st October, 1892.

No. 2370—201-*S*.—Captain P. J. Gordon, S.C., Officiating Deputy Superintendent, 2nd Grade, Survey of India Department, is granted furlough on private affairs for one year, with effect from the 1st November 1892, under Article 340 (*b*), iii (2), Civil Service Regulations.

FORESTS.

The 21st October, 1892.

No. 1307-*F*.—With reference to the Notification of this Department, No. 293-F., dated 27th February 1891, an extension of furlough for two months has been granted by Her Majesty's Secretary of State to Mr. H. C. Hill, Conservator of Forests, 1st Grade.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 8th October, 1892.

No. 1660-*G*.—Major J. H. Sadler, Indian Staff Corps, Officiating Additional Political Agent of the 1st Class and Political Agent in Jhallawar, is appointed to officiate as a Political Agent of the 2nd Class, and is posted as Political Agent at Muscat, with effect from the date of assuming charge.

The 15th October, 1892.

No. 1710-*G*.—Captain M. A. Tighe, Indian Staff Corps, Officiating Political Assistant of the 1st Class, is posted as Assistant to the Governor-General's Agent in Rajputana.

No. 1711-*G*.—Captain S. H. Godfrey, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, is posted as First Assistant to the Political Resident in the Persian Gulf.

Lieutenant A. McConaghey, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, is posted as Assistant Political Agent in Zhob. (This cancels Foreign Department notification No. 1444-G., dated the 22nd August, 1892.)

The 17th October, 1892.

No. 1718-*G*.—The following promotions are made in the 1st Regiment, Central India Horse, with effect from the 1st August, 1892:

Jemadar Narayan Singh to be Ressaidar, *vice* Dayal Singh, transferred to the pension establishment.

Kote-Duffadar Harnam Singh to be Jemadar, *vice* Narayan Singh, promoted.

The 19th October, 1892.

No. 1729-*G*.—Lieutenant-Colonel J. H. Newill, Indian Staff Corps, Officiating Political Agent of the 1st Class, is appointed to officiate as an Additional Political Agent of the 1st Class and as Political Agent in Jhallawar, with effect from the date of assuming charge, *vice* Major J. H. Sadler.

No. 1731-*G*.—Mr. J. A. Crawford, Indian Civil Service, Under-Secretary to the Government of India in the Foreign Department, is appointed to officiate as a Political Agent of the 1st Class, with effect from the 20th October 1892.

No. 1920-*E*.—In exercise of the power conferred by section 6 of the Foreign Jurisdiction and Extradition Act (XXI of 1879), the Governor-General in Council is pleased—

(i) to appoint the Superintendent and Political Officer, Southern Shan States, and every Assistant Superintendent of the Southern Shan States for the time being in Karenni, being an European British subject, to be a Justice of the Peace within Karenni; and

(ii) to direct that Justices of the Peace within Karenni shall commit for trial to the Court of the Recorder of Rangoon.

In this notification the term Assistant Superintendent includes every officer whom the Chief Commissioner may *at any time* appoint to discharge for Karenni the functions of an Assistant Superintendent hereunder.

No. 1921-*E*.—In exercise of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act (XXI of 1879), the Governor-General in Council is pleased to make the following orders in respect of criminal proceedings in Karenni against British subjects other than (*a*) European British subjects, and (*b*) persons jointly charged with European British subjects:

(1) Every Assistant Superintendent of the Southern Shan States for the time being serving in Karenni shall exercise within Karenni the powers of a District Magistrate and a Court of Session as described in the Code of Criminal Procedure, 1882.

(2) The Superintendent and Political Officer, Southern Shan States, for the time being shall exercise the powers of a Court of Session, as described in the said code, in respect of all offences over which magisterial jurisdiction is exercised by an Assistant Superintendent, Southern Shan States, serving in Karenni, provided that no Assistant Superintendent shall commit any accused person for trial to the Superintendent and Political Officer, Southern Shan States, acting as a Court of Session.

(3) The Chief Commissioner of Burma for the time being shall exercise the powers of a High Court, as described in the said code, in respect of all offences over which the jurisdiction of a District Magistrate or of a Court of Session is exercised by an Assistant Superintendent, Southern Shan States, serving in Karenni.

(4) In the exercise of the jurisdiction of a Court of Session conferred on him by this notification, an Assistant Superintendent of the Southern Shan States serving in Karenni may take cognizance of an offence as a Court of original criminal jurisdiction without the accused person being committed to him by a Magistrate, and shall, when so taking cognizance of any offence, follow the procedure prescribed by the Code of Criminal Procedure, 1882, for the trial of warrant cases by Magistrates.

In this notification the term Assistant Superintendent includes every officer whom the Chief Commissioner may at any time appoint to discharge for Karenni the functions of an Assistant Superintendent hereunder.

The 20th October, 1892.

No. 1734-*G*.—The services of Colonel J. Rutherfurd, Bombay General List, Infantry, Deputy Superintendent, Mysore Revenue Survey, are replaced at the disposal of the Military Department, with effect from the 1st November, 1892.

No. 1746-*G*.—Major C. E. Yate, C.S.I., C.M.G., Indian Staff Corps, Political Agent of the 2nd Class, is appointed, on return from special leave, to officiate as a Resident of the 2nd Class and as Revenue Commissioner in Baluchistan, with effect from the date of assuming charge, and during such time as Mr. H. S. Barnes may officiate as Agent to the Governor-General in Baluchistan, or until further orders.

No. 1748-*G*.—Major A. Masters, Indian Staff Corps, Squadron Commander and 2nd-in-Command of the 2nd Regiment, is appointed to be Commandant of the Central India Horse and Political Agent in Western Malwa, substantive *pro tempore*, with effect from the 4th October, 1892, *vice* Colonel H. M. Buller, deceased.

H. M. DURAND,
Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

ESTIMATES AND ACCOUNTS.

Simla, the 21st October, 1892.

No. 4322.—*Monthly Preliminary Statement of Receipts and Payments at Civil Treasuries in India.*

September 1892. **(Lakhs of Rupees.)**

—	In September. 1892-93.	In September. 1891-92.	To end of September. 1892-93.	To end of September. 1891-92.	Whole year. Budget, 1892-93.	Whole year. Actuals, Preliminary, 1891-92.
[For the explanation of these heads, see *Gazette of India*, dated 22nd December 1883, Part I, page 497.]						
Civil Revenue.						
Land Revenue (including Land Revenue due to Irrigation)	72	85	9,14	9,08	25,38	24,63
Opium	96	70	4,34	3,95	7,64	8,01
Salt	64	65	4,05	4,23	8,55	8,64
Stamps	32	37	2,27	2,22	4,23	4,27
Excise	43	42	2,54	2,52	5,10	5,11
Provincial Rates	15	14	1,49	1,43	3,62	3,53
Customs	11	11	70	79	1,69	1,70
Assessed Taxes	19	19	81	82	1,53	1,53
Forest (Madras and Bombay only)	3	3	17	18	54	48
Registration	3	4	23	21	39	40
Tributes from Native States	1	2	23	25	76	78
Other Civil Revenue	20	23	1,71	1,68	3,69	3,47
TOTAL CIVIL REVENUE DIRECTLY BROUGHT TO ACCOUNT: GROSS	3,79	3,75	27,63	27,36	63,12	62,55
Civil Expenditure.						
Interest on Ordinary Debt and that on Railways and Irrigation Works	— 9	— 13	— 2,19	— 2,07	— 4,16	— 4,15
Opium	— 24	— 36	— 1,36	— 1,62	— 2,23	— 1,86
Other Civil Expenditure	— 1,86	— 1,72	— 11,25	— 10,92	— 24,76	— 23,57
TOTAL CIVIL EXPENDITURE DIRECTLY BROUGHT TO ACCOUNT: GROSS	— 2,19	— 2,21	— 14,80	— 14,61	— 31,15	— 29,58
Receipts into Civil Treasuries from, and issues from those Treasuries to, the following Non-Civil Departments:						
[The figures comprising Revenue, Expenditure, and Debt and Remittance Transactions.]						
Post Office (Net: + Receipts more, — Receipts less, than Issues)	— 4	+ 9	+ 48	+ 52	+ 81	+ 68
Forest, Marine (Net as above)	+ 4	+ 1	+ 15	+ 3	+ 18	+ 23
Guaranteed and Subsidized Railways (Net as above)	+ 30	+ 30	+ 2,30	+ 2,51	+ 3,97	+ 4,53
Ditto Repayment of Surplus Profits, &c.	— 48	— 63	— 49	— 64	— 59	— 77
Military Receipts	+ 4	+ 6	+ 35	+ 37	+ 73	+ 80
Ditto Issues	— 1,13	— 1,19	— 7,08	— 7,22	— 14,45	— 15,08
Telegraph Receipts	+ 6	+ 6	+ 32	+ 32	— 1	+ 70
Ditto Issues	— 6	— 5	— 32	— 31		— 66
Public Works Department—						
State Railways—Receipts	+ 71	+ 85	+ 4,87	+ 5,54		+ 11,36
,, ,, Issues	— 68	— 71	— 4,38	— 4,03		— 8,81
East Indian Railway—Receipts	+ 25	+ 31	+ 2,13	+ 2,21	— 81	+ 4,36
,, ,, ,, Issues	— 27	— 12	— 79	— 56		— 1,44
Ordinary Branches—Receipts	+ 14	+ 13	+ 1,21	+ 1,17		+ 2,39
,, ,, Issues	— 54	— 63	— 3,54	— 3,79		— 8,40
TOTAL NON-CIVIL DEPARTMENTS	— 1,66	— 1,52	— 4,79	— 3,88	— 10,17	— 10,11
Civil Debt and Remittance Transactions.						
Permanent Debt and Special Loans (Net: + Receipts more, — Receipts less, than Payments)	...	...	...	— 5	+ 25	— 5
Mint Certificates and Bullion Advances (Net as above)	— 22	+ 3	— 18	— 21	...	+ 14
Exchange on Remittance Accounts	— 67	— 14	— 4,63	— 3,28	— 7,93	— 6,26
Council Bills paid (including Telegraphic) at R 10 per £	— 69	— 96	— 8,48	— 10,19	— 17,30	— 16,96
Other Debt Heads (Net as above)	— 15	— 6	— 60	— 43	— 27	— 32
TOTAL DEBT AND REMITTANCE TRANSACTIONS	— 1,73	— 1,13	— 13,89	— 14,16	— 25,25	— 23,45
GRAND TOTAL RECEIPTS AND ISSUES	— 1,79	— 1,11	— 5,80	— 5,29	— 3,45	— 59
Opening Cash Balance in Treasuries and Presidency Banks	13,28	13,70	17,29	17,88	16,75	17,88
Closing Cash Balance in Treasuries and Presidency Banks	11,49	12,59	11,49	12,59	13,30	17,29

LEAVE AND APPOINTMENTS.

The 21st October, 1892.

No. 4306-*P*.—The following promotions and reversions of officers of the Account Department during the month of September 1892 are notified:

With effect from the 15th September 1892,—

Mr. H. G. Warburton to officiate in Class II, and

Mr. H. J. Brereton to officiate in Class III instead of in Class II of the Enrolled List.

With effect from the 25th September 1892,—

Mr. R. Morris to officiate in Class II instead of in Class I, and

Mr. I. C. Basu to revert to Class V of the Enrolled List.

No. 4326-*P*.—Mr. F. P. Williams, Superintendent of Post Offices, is appointed to officiate as Deputy Post Master General, Eastern Bengal, during the absence of Khan Bahadur C. J. Dalkaka, or until further orders.

PAPER CURRENCY.

The 17th October, 1892.

No. 4274-*A*.—*Abstract of the Accounts of the Department of Issue of Paper Currency on the 30th September 1892 published as required by Section 27 of the Indian Paper Currency Act, XX of 1882.*

Circles of Issue.	Whole amount of Notes in circulation.	Reserve in Silver Coin and Bullion.		
		Coin.	Bullion.	Total.
	Rs.	*Rs.*	*Rs.*	*Rs.*
Calcutta .	10,07,03,915	3,25,51,236	6,92,022	3,32,43,258
Allahabad .	1,24,69,545	1,81,51,425	...	1,81,51,425
Lahore . .	1,65,00,040	1,72,99,580	...	1,72,99,580
Bombay .	10,95,03,190	7,81,57,239	1,83,29,303	9,64,86,542
Kurrachee .	81,55,535	42,23,785	...	42,23,785
Madras .	2,81,22,140	1,73,06,935	83,000	1,73,89,935
Calicut .	12,54,390	5,59,780	...	5,59,780
Rangoon .	1,29,66,645	2,23,21,095	...	2,23,21,005
Total .	28,96,75,400	19,05,71,075	1,91,04,325	20,96,75,400
Price paid for Government Securities of the nominal value of Rs. 8,15,95,000 held under section 19 of the Act				8,00,00,000
			Grand Total .	28,96,75,400

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 21st October, 1892.

APPOINTMENTS.

COMMISSARIAT-TRANSPORT DEPARTMENT.

No. 995.—Lieutenant E. A. R. Howell, Indian Staff Corps, 3rd Madras Lancers, to be Deputy Assistant Commissary-General, 2nd class, on probation, with effect from the 24th August 1892. (Joined his appointment on the 12th September 1892.)

DISMISSALS AND REMOVALS.

No. 996.—First grade Assistant Apothecary Richard Nugent, Subordinate Medical Department, Bengal, is dismissed the service.

FURLOUGH AND LEAVE.

No. 997.—The undermentioned officers are granted leave out of India under article 689, Army Regulations, India, vol. I, part I:

Captain S. M. Renny, Royal Artillery, Ordnance Officer, 3rd class, (p. a.) for eight months.

Captain J. H. V. Crowe, Royal Artillery, Aide-de-Camp to the Lieutenant-Governor of the Punjab, (m. c.) for six months.

No. 998.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty:

Captain W. G. Yate, Indian Staff Corps, Squadron Commander, 4th Bengal Cavalry, for one year. Pension service—19th year commenced 12th November 1891.

Lieutenant E. C. Ryall, Indian Staff Corps, Wing Officer and Quartermaster, 1st Battalion, 4th Gurkha Rifles, for one year. Pension service—11th year commenced 9th September 1892.

Lieutenant F. W. Pirrie, Indian Staff Corps, Wing Officer, 4th Bengal Infantry, for one year. Pension service—6th year commenced 14th September 1892.

No. 999.—With reference to G. G. O. No. 724 of 1892, Lieutenant H. W. Cruddas, Royal Irish Regiment, Probationer, Indian Staff Corps, 37th Bengal Infantry, has been granted by the Secretary of State for India leave out of India, (m. c.) for six months, with effect from the date of embarkation.

No. 1000.—The undermentioned officers and warrant officer have been granted extensions of furlough or leave by the Secretary of State for India:

Colonel J. Cook, Indian Staff Corps, Commandant, 36th Bengal Infantry, (p. a.) for five months.

Lieutenant-Colonel R. Bartholomew, General List, Cavalry, Deputy Commissioner, 1st grade, Punjab, (m. c.) for six months.

Lieutenant-Colonel J. Burne, Indian Staff Corps, Commandant, Malwa Bhil Corps, (p. a.) for twenty-five days.

Captain H. R. Brander, Indian Staff Corps, Wing Officer, 32nd Bengal Infantry, (p. a.) till 1st February 1893.

Lieutenant A. Grant, Indian Staff Corps, Wing Officer, 2nd Battalion, 4th Gurkha Rifles, (p. a.) for four days.

Surgeon-Captain C. C. Manifold, 23rd Bengal Infantry, (m. c.) for two months.

First grade Assistant Apothecary J. T. Weston, Civil Surgeon, Mergui, Burma, (m. c.) for two months.

LONDON GAZETTE.

No. 1001.—The following extract is published for general information:

"*London Gazette," dated the 27th September, 1892, page 5442.*

WAR OFFICE;

Pall Mall, 27th September, 1892.

* * * * * * * * * * *

MEMORANDA.

The promotions to the rank of Lieutenant of the undermentioned Second-Lieutenants are cancelled, those officers having been transferred to the Indian Staff Corps with anterior dates:

H. A. Lash, the Devonshire Regiment.

H. F. B. Champain, the Prince of Wales' Own (West Yorkshire Regiment).

PROMOTIONS.

No. 1002.—The following promotions are made, subject to Her Majesty's approval:

INDIAN STAFF CORPS.

Majors to be Lieutenant-Colonels.

Dated 16th October 1892.

Edward Lloyd.
Dudley Elphinstone Gouldsbury.
William Henry Lyster.
Francis Crichton Maltby.

Captains to be Majors.

Dated 19th October 1892.

Ivar MacIvor.
Walter Francis Courtenay Chichele Plowden.
Roderick William MacLeod.
Lawrence Jameson Torrie.

COMMISSARIAT-TRANSPORT DEPARTMENT.

Madras.

No. 1003.—Honorary Lieutenant and Assistant Commissary D. G. Mootham, attached to the Remount Depôt at Ahmednagar, to be Deputy Commissary, supernumerary, and to have the honorary rank of Captain, subject to Her Majesty's approval, with effect from the 1st July 1892.

MISCELLANEOUS LIST.

No. 1004.—Conductor John McDermott to be Deputy Assistant Commissary, supernumerary, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval, with effect from the 19th October 1892.

NATIVE ARMY.

No. 1005.—*16th Bengal Cavalry*—

Dafadar Khazan Singh to be Jemadar, *vice* Dheru Singh, transferred to the pension establishment, with effect from the 25th July 1892.

No. 1006.—*5th Bengal Infantry*—

Subadar Ganda Singh to be Subadar-Major and Jemadar Kharak Singh to be Subadar, *vice* Nawal Singh, transferred to the pension establishment, with effect from the 1st October 1892.

No. 1007.—*7th Bengal Infantry*—

Pay-Havildar Ramesar Tiwári to be Jemadar, *vice* Lachhman Upadhya, transferred to the pension establishment, with effect from the 1st September 1892.

No. 1008.—*17th Bengal Infantry*—

Jemadar Nabi-bakhsh Khan and Shiunáth Singh to the Subadars and Havildars Sher Khan and Bhawáni Singh to be Jemadars, *vice* Gauhar Khan and Rachpal Singh, transferred to the pension establishment, with effect from the 1st October 1892.

No. 1009.—*1st Battalion, 2nd Gurkha Rifles*—

Havildar Nain Singh Gurúng to be Jemadar, *vice* Partab Singh Khawsá, transferred to the pension establishment, with effect from the 15th September 1892.

No. 1010.—*2nd Battalion, 2nd Gurkha Rifles*—

Jemadar Dalbir Thápa to be Subadar and Color-Havildar Amar Singh Thápa to be Jemadar, *vice* Bahadur Khawás, transferred to the pension establishment, with effect from the 18th September 1892.

RETIREMENTS.

No. 1011.—Colonel William Ironside Bax, General List, Infantry, Assistant Adjutant-General, has been permitted by the Secretary of State for India to retire from the service, with effect from the 11th October 1892, subject to Her Majesty's approval.

REWARDS.

GOOD CONDUCT MEDALS.

No. 1012.—The undermentioned non-commissioned officer of the Bombay Army is granted a medal inscribed "For Meritorious Service," with annuity, under the provisions of clause 115, India Army Circulars, 1888:

No. 304, Kot-Dafadar Sikandar Khan, 2nd Bombay Lancers, *vice* Kot-Dafadar Paltan Singh, pensioned.

ORDER OF BRITISH INDIA.

No. 1013.—In G. G. O. No. 924 of 1892, *for* the dates "29th April 1892" and "15th June 1892" *read* "30th April 1892" and "16th June 1892," and *dele* the word "(Pioneers)" after "15th Madras Infantry."

VOLUNTEER CORPS.

RESIGNATIONS.

No. 1014.—*2nd (or Cadet) Battalion, Calcutta Volunteer Rifle Corps*—

Lieutenant J. P. Farrell resigns his commission.

MARINE DEPARTMENT.

FURLOUGH AND LEAVE.

No. 58.—The leave out of India granted to Mr. F. H. Schneider, Engineer, Royal Indian Marine, in G. G. O. No. 54 of 1892, is changed to leave *in* India.

E. H. H. COLLEN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Simla, the 21st October, 1892.

Under clause 25 of the regulations appended to the Regimental Debts Act of 1863, it is notified that reports of the deaths of the undermentioned commissioned officers on the dates specified were received in the Military Department between the 24th September and the 21st October 1892:

Corps.	Rank and Names.	Date of decease.	Place of decease.	Testate or Intestate.	Remarks.
General List (Bengal), Infantry.	Colonel F. M. Newbery .	24th September 1892.	Lucknow.		
Bengal Cavalry (Central India Horse).	Colonel H. M. Buller .	3rd October 1892	Simla.		

Statement of Deposits on account of Estates between the 1st September and the 21st October 1892.

On whose account.	Rank.	Corps.	Date of decease.	Testate or Intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					Rs. a. p.		
Lyndon Bolton Irwin (*a*)	Lieutenant-Colonel.	Indian Staff Corps (20th Bengal Infantry).	20th August 1892.	Will left (signed, but not witnessed).	2,454 13 7	...	20th December 1892.
Frederick Stevens Dimond. (*b*)	Major .	3rd Dragoon Guards.	4th September 1892.	Intestate .	2,032 3 10	...	

(*a*) Widow—Florence Winifred Emily.
Address—Sunnyside, Teignmouth, Devonshire.

Children—
1. Lyndon Corrie.
2. Eric Conway.
3. Hazel Enid.
4. Lancelot Bolton.
5. Percival Noel.

Executors—
1. Andrew Irwin, Esq., Doctor of Medicine, Tientsin, Northern China.
2. Canon John Massey, Derbyshire, England.
3. John McRobert, Esq., Rademon, Crossgar, County Down, Ireland.

(*b*) Mother—Mrs. Jane Dimond.
Address—50, Leinster Gardens, Hyde Park, London.
Brother—Charles B. Dimond.
Address—Wimpole Street, London.

E. H. H. COLLEN,
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 17th October, 1892.

No. 365.—The services of Mr. E. H. Tuck, Assistant Engineer, 1st Grade, State Railways, are, on his return from furlough, placed at the disposal of the Director General of Railways for employment on the Kalka-Simla Railway Survey.

The 18th October, 1892.

No. 367.—The following permanent promotions are made in the Superior Revenue Establishment of State Railways, Traffic Department, with effect from the 1st April 1892:

Names.	From	To
Chamberlain, W. J	Class II, Grade 2.	Class II, Grade 1.
Vining, C. E. .	Class II, Grade 3.	Class II, Grade 2.
Bashashur Nath .	Class III, Grade 2.	Class III, Grade 1.
Wyman, A. S. .	Class III, Grade 2.	Class III, Grade 1.
McGregor, W. E. S.	Class III, Grade 2.	Class III, Grade 1.
Muirhead, C. .	Class III, Grade 4.	Class III, Grade 3.
Jacobson, A. R. .	Class III, Grade 4.	Class III, Grade 3.

The 20th October, 1892.

No. 368.—Mr. F. J. Ivens, Class II, Grade 1, of the Superior Revenue Establishment of State Railways, Locomotive Department, is appointed to officiate as Deputy Locomotive Superintendent, North Western Railway, in Class I of that Establishment, during the absence on privilege leave of Mr. A. Morton, or until further orders.

TELEGRAPHS.

The 18th October, 1892.

No. 366.—His Excellency the Governor General in Council is pleased to order the following officiating and temporary promotions in the Persian Gulf Section of the Indo-European Telegraph Department, with effect from the dates specified:

Names.	From	To	With effect from	Remarks.
Mr. G. W. Sealy	Superintendent	Officiating Engineer and Electrician.	7th May 1892	*Vice* Mr. Possmann, on furlough.
Mr. J. P. Hawkins	Assistant Superintendent	Temporary Superintendent	7th May 1892	*Vice* Mr. Sealy.
Mr. R. H. New	Assistant Superintendent	Officiating Superintendent	19th May 1892	*Vice* Mr. Allen, on privilege leave.
Mr. J. Huntley	General Service Clerk	Temporary Assistant Superintendent.	7th May 1892	*Vice* Mr. Hawkins.
Mr. E. Woodsell	General Service Clerk	Officiating Assistant Superintendent.	19th May 1892	*Vice* Mr. New.
Mr. E. Woodsell	General Service Clerk	Temporary Assistant Superintendent.	25th June 1892	*Vice* Mr. Barber, on furlough.
Mr. J. H. C. Kelly	General Service Clerk	Officiating Assistant Superintendent.	25th June 1892	*Vice* Mr. New, who is officiating for Mr. Allen.

No. 245-T., dated Simla, the 19th October, 1892.

RESOLUTION—By the Government of India, Public Works Department.

Review of the Administration Report of the Indo-European Telegraph Department for the year 1891-92.

Read—

Letter from the Director General of Telegraphs, No. 801 I. E., dated the 26th September 1892, and its enclosure, the Report for 1891-92.

OBSERVATIONS.—The Capital Account of the Department, which stood at Rs. 1,14,33,245 at the beginning of the year under review, amounted at its close to Rs. 1,15,15,094, an increase of Rs. 81,849. The increase is mainly due to a payment of Rs. 70,918 on account of the extension of the Persian Concession, and partly to the purchase of buildings at Shiraz and to the construction of a new fresh water tank at Ormara.

2. The net message revenue earned during the year under review on Indian, Trans-Indian, and Local Traffic amounted to Rs. 14,84,714, but this was reduced by the following adjustments to Rs. 11,50,497, which are the net message receipts of the year:

Adjustments.

	Rs.
Receipts on Joint Purse Account	+6,76,782
Payments on ditto ditto	—8,69,675
	—1,92,893
Payable on account of interruptions *viâ* Turkey ...	—463
Exchange	—83,967
Total Joint Purse ...	—2,77,323

Australian Message Fund.

Loss on contribution	—39,726
Exchange	—17,251
Total Australian Message Fund ...	—56,977
Profit and Loss ...	+83
Net Adjustments ...	—3,34,217

To the net message receipts an addition has to be made of Rs. 9,985 on account of Miscellaneous Receipts, making the total Revenue Receipts Rs. 11,60,482. The traffic earnings were higher by Rs. 2,18,489 than in the previous year owing to a larger number of messages having been carried. The balance against the Department on the Joint Purse Account, which was Rs. 2,43,832 in 1890-91, rose to Rs. 2,77,323, an increase of Rs. 33,491, of which Rs. 23,924 were on account of exchange, Rs. 9,319 on account of the division of receipts, and Rs. 248 on account of interruptions *viâ* Turkey.

3. The gross revenue charges amounted to Rs. 9,98,448 against Rs. 10,72,203 for 1890-91. The decrease is mainly due to the larger portion of the renewals of Persian Gulf cables having been completed in 1890-91. The year's transactions thus show a net profit of Rs. 1,62,034 as compared with a loss during the previous year of Rs. 8,734. The net profit is equivalent to a return of 1·4 per cent. on the capital outlay.

4. The working expenses of the year under review are compared in the following statement with those of the previous four years :

YEAR.	REPAIRS.		Cable Steamer.	Miscellaneous.	Establishment.	Apparatus and Plant.	Office Expenses.	Store-keeping Charges.	Subsidies.	Administrative Charges.	TOTAL.
	To Line and Buildings.	To Cable.									
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1887-88	77,278	44,260	1,13,660	36,299	4,91,772	44,944	10,925	...	16,168	1,560	8,36,856
1888-89	66,391	1,63,534	1,08,487	13,859	4,87,460	33,560	13,991	7,451	19,916	38,574	9,53,223
1889-90	54,570	2,81,789	1,14,538	8,771	4,80,889	22,685	34,709	9,576	23,214	16,827	10,47,568
1890-91	82,952	2,55,436	1,28,082	15,122	4,82,883	6,315	47,592	1,602	31,422	20,797	10,72,203
1891-92	1,09,195	1,76,676	90,795	11,603	5,22,008	...	31,781	1,349	31,305	23,736	9,98,448

5. The percentages of gross traffic carried by the Suez and Indo-European routes during the last three years are respectively as follows :

	INDIAN TRAFFIC.		TRANS-INDIAN TRAFFIC.	
	Viâ Suez.	*Viâ* Indo-European.	*Viâ* Suez.	*Viâ* Indo-European.
1889-90	49·92	50·08	82·89	17·11
1890-91	46·67	53·33	83·21	16·79
1891-92	43·52	56·48	80·75	19·25

6. The cable steamer *Patrick Stewart* made eight trips, lasting 100 days, during which she steamed about 7,900 knots. On 1st April 1891 one fault

which could not then be localised was awaiting repair, and five new faults occurred during the year. Of these six faults, five were removed during the year, leaving a small one of very high resistance, which does not in any way interfere with the work.

7. The following statement shows the division of the messages tendered for transmission during the last two years :

		1890-91.	1891-92.
State	Messages	2,646	3,318
	Words	67,150	1,05,353
	Average words per message ...	25	32
Commercial and private	Messages	1,17,443	1,22,037
	Words	14,77,231	15,77,445
	Average...	12·6	12·9
Press	Messages	2,246	1,323
	Words	74,401	45,979
	Average...	33	34
London Times ...	Messages	313	411
	Words	53,342	82,178
	Average...	170	200

8. The average length of private messages has increased owing to the reduction in the Australian tariff.

The percentage of errors in the Persian Section was 0·385 and in the Gulf Section 0·215. The accuracy of transmission between Karachi and Teheran thus amounts to 99·4 per cent. There were 98 complaints of error, delay, and non-delivery against 104 in the previous year.

9. There were no interruptions which stopped traffic in the Persian Gulf Section, while in the Persian Section all wires were simultaneously unworkable on one occasion only, the interruption lasting for 5 hours. The number of acts of wilful damage in the Persian Section was 185 against 40 during the previous year. The increase is attributed to the year having been one of disturbance and excitement in Persia, but compensation was received as usual, and the good relations existing between the Persian authorities and the employés of the Indo-European Department were in no degree affected.

10. The average monthly mean rate of transmission between the United Kingdom and Karachi compares as follows with that in previous years :

	Viâ Teheran.		*Viâ* Turkey.	
	H.	M.	H.	M.
1887-88	0	55	15	54
1888-89	1	4	19	28
1889-90	0	59	12	14
1890-91	0	59	10	25
1891-92	0	59	16	12

The percentages of traffic sent by the two routes were respectively 92·37 and 7·63.

11. The Administration Report was received by the Government of India on the 27th September, or considerably earlier than on any previous occasion since the control of the Indo-European Department was undertaken by the Director General of Telegraphs in India. The Department has been administered throughout the year to the satisfaction of the Government of India by Mr. W. R. Brooke, the Director General. The Government of India is pleased to notice that the officers and staff of the Department have performed their duties to the entire satisfaction of the Director General. Mr. Ffinch and Lieutenant-Colonel Wells, the Directors of the Persian Gulf and Persian Sections respectively, are specially mentioned, and Mr. Possmann and the staff of the *Patrick Stewart* have done good work in cable laying, while Messrs. Fahie and Fargues upheld the credit of the Department at Shiraz and Teheran.

ORDER.—Ordered, that a copy of this Review be forwarded to the Director General of Telegraphs for information.

Also that copies of the Report and Review be forwarded to the Home Department of the Government of India and to the Government of Bombay for information.

Ordered further, that the Report and the Review be forwarded to the Secretary of State for the information of Her Majesty's Government, and that the Review be published in the *Gazette of India*.

F. L. O'CALLAGHAN,

Secretary to the Government of India.



SUPPLEMENT TO

The Gazette of India.

No. 43.] SIMLA, SATURDAY, OCTOBER 22, 1892.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

ALLOTMENT OF GENTLEMEN APPOINTED TO THE INDIAN CIVIL SERVICE.

No. 1 Estbs. 468-505.

Extract from the Proceedings of the Government of India in the Home Department (Establishments),—under date Simla, the 21st October, 1892.

RESOLUTION.

THE undermentioned gentlemen have recently been appointed in England to the Indian Civil Service (Bengal Presidency) in the order specified below:

Mr. J. A. Norrie, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ F. Littlewood ditto.
„ T. W. Morris ditto.
„ C. M. King ditto.
„ J. C. Faunthorpe ditto.
„ H. R. C. Dobbs ditto.
„ Mohammad Yusuf, Burma.
„ C. E. Crawford, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ S. C. Mukerjee, Bengal, Lower Provinces.
„ H. F. Samman ditto.
„ C. A. Barron, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ W. B. Thomson, Bengal, Lower Provinces.
„ G. R. Dampier, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ R. E. V. Arbuthnot, Burma.
„ G. D. Madgavkar ditto.
„ R. B. Hughes, Bengal, Lower Provinces.
„ W. F. Grahame, Burma.
„ A. E. English ditto.
„ C. L. Dundas, North-Western Provinces and Oudh, Punjab, and Central Provinces.

Mr. J. H. Kerr, Bengal, Lower Provinces.
„ J. R. Pearson, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ E. A. Kendall ditto.
„ C. P. Beachcroft, Bengal, Lower Provinces.
„ J. T. Rankin ditto.
„ A. B. Fforde, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ W. F. Rice, Burma.
„ A. B. Kettlewell, North-Western Provinces and Oudh, Punjab, and Central Provinces.
„ A. M. Brigstocke ditto.
„ J. A. Ezechiel, Bengal, Lower Provinces.
„ R. Parry, Burma.
„ E. R. K. Blenkinsop, North-Western Provinces and Oudh, Punjab, and Central Provinces.

2. The Governor General in Council has been pleased to attach the above mentioned gentlemen to the Province specified opposite each name as follows :—

Mr. S. C. Mukerjce	Bengal.
„ H. F. Samman	
„ W. B. Thomson	
„ R. B. Hughes	
„ J. H. Kerr	
„ C. P. Beachcroft	
„ J. T. Rankin	
„ J. A. Ezechiel	Assam.
„ J. A. Norrie	North-Western Provinces and Oudh.
„ T. W. Morris	
„ J. C. Faunthorpe	
„ H. R. C. Dobbs	
„ C. E. Crawford	
„ G. R. Dampier	
„ J. R. Pearson	
„ E. A. Kendall	
„ A. B. Fforde	
„ F. Littlewood	Punjab.
„ C. M. King	
„ C. A. Barron	
„ C. L. Dundas	
„ A. B. Kettlewell	
„ A. M. Brigstocke	Central Provinces.
„ E. R. K. Blenkinsop	
„ M. Yusuf	Burma.
„ R. E. V. Arbuthnot	
„ G. D. Madgavkar	
„ W. F. Grahame	
„ A. E. English	
„ W. F. Rice	
„ R. Parry	

3. The Governor General in Council is further pleased to direct that the gentlemen posted to the Lower Provinces of Bengal shall, on arrival at Calcutta, report themselves to the Chief Secretary to the Government of Bengal. Should any of them land in Bombay, they should enquire of the Secretary to the Government of Bombay whether any orders are awaiting them from the Government of Bengal. The officer posted to Assam should report his arrival by telegraph from the port of arrival to the Secretary to the Chief Commissioner of that Province at Shillong, by whom he will be instructed to which portion of the Province to proceed. The officers posted to Burma should proceed to Rangoon and report themselves to the Chief Secretary to the Chief Commissioner of that Province.

4. The officers posted to the North-Western Provinces and Oudh should report themselves to the Chief Secretary to the Government of the North-Western Provinces and Oudh, Allahabad. The officers posted to the Punjab should telegraph from Bombay to the Chief Secretary to the Government of the Punjab, Lahore, for orders as to their destination in the event of their not finding instructions awaiting their arrival at Bombay. The officers posted to the Central Provinces should report by telegraph from Bombay their arrival to the Secretary to the Chief Commissioner of those Provinces at Nagpur, by whom they will be instructed to which portion of the Province to proceed.

5. Local Governments and Administrations are requested to inform the Government of India of the date on which the gentlemen in question so report themselves. Should any officer attached to one of the Upper Provinces in India wish to exchange with an officer of his year attached to another of those Provinces, he is at liberty to do so; but he must report to the Government of India in the Home Department for previous sanction any arrangement of the kind he may be able to effect.

ORDER.—Ordered, that a copy of this Resolution be forwarded to the Governments of Bengal and the Punjab for information and guidance, with the intimation that Mr. C. M. King, who has been posted to the Punjab, has been permitted by the Secretary of State to proceed to Calcutta instead of to Bombay, the usual post of debarkation of Civil Servants posted to the Northern Provinces; that a copy be forwarded to the Government of the North-Western Provinces and Oudh and the Chief Commissioners of Burma, the Central Provinces, and Assam for information and guidance; and that it be published in the Supplement to the *Gazette of India.*

Ordered also, that a copy of this Resolution be forwarded to each of the gentlemen named therein.

[True Extract.]

P. G. MELITUS,

Offg. Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, October 15th, 1892.

The most important feature in the weather during the week under review has been the appearance of the north-east monsoon rainfall on the Madras Coast. On the 9th and 10th October fine weather with only light scattered showers prevailed throughout the Indian region, but on the 11th rain commenced on the Orissa and Circars Coasts. At first this rainfall was very light, but on the 12th it became heavier, and extended southward as far as Madras. From this date until the close of the week, while the weather improved on the Circars Coasts, the rainfall steadily extended over the south-east, south, and west of the Peninsula, and was heavy at several southern stations. During the greater part of the week, though the oscillations of pressure were considerable, the general distribution altered very little, readings being high over the central parts of the country and Eastern Rajputana and low over the Bay. From the 9th until the 14th there was but little sign of that rapid recovery of pressure which ordinarily takes place at this season in North-West India, and which transforms this region into the area of highest pressure throughout the Indian region. On the 15th, however, this rise took place. The barometer rose as much as 0·164 inch at Peshawar and over 0·100 inch at Rawal Pindi and Dera Ismail Khan. The change to cold weather conditions was thus carried out. The wind throughout the week has been generally light and on the whole from the northward, but just before the commencement of the rainfall on the Madras Coast on the 11th the force of the wind rose at Cocanada, &c., and at the close of the week a strong easterly wind prevailed at Diamond Island. The mean temperature was normal in most parts of India, but in Madras there occurred a brisk fall after the rain set in, and the general temperature of that Province was lower than usual.

The chart of the 9th showed that the barometer was rising, except over the Peninsula. Pressure was generally very uniform, but readings were relatively high over the North-West Provinces and the central parts of the country, and relatively low over the Bay on the one side and over the Western desert on the other. Calms were numerous, and the winds were generally very variable in direction. In Lower Burma moderate showers were fairly general, but in other parts of the Indian region only a few scattered showers were reported, and the sky was almost everywhere nearly clear. On the morning of the 10th the most important change shown was the continued brisk rise of the barometer in the north-west. In consequence the area of highest pressure was shown along the foot of the North-West Himalayas, and pressure differences were slightly greater than on the preceding day. In other respects there was very little change in the general distribution. Northerly winds prevailed over the Bay and north-easterly winds over the central parts of the country and the West Coast. Elsewhere calms and variable breezes continued. A few scattered showers gave the only rainfall reported throughout the whole area of the chart, and the sky generally was almost clear of cloud. On the 11th the barometer was rising or steady, except in Madras and the North Konkan, where there was a slight fall. Readings were highest over Eastern Rajputana, and were relatively low over the Bay, off the Bombay Coast, and over the Punjab and Sind. The differences were, however, still small. The winds were little changed, except that on the West Coast the directions had become more variable, and on the Madras Coast the force was increasing. Rain in small amounts had fallen over the north-west of the Bay, and a few scattered showers were reported from other parts of India. On the 12th the barometer was rising, except over the Gangetic plain and the south of the Peninsula, but the changes were generally small. The only change in the general distribution of pressure was the appearance of high readings over the hills. The wind was northerly (north-east, north, and north-west) over Bengal and the Bay area and north-easterly over the Central

Provinces, but varied a good deal in direction elsewhere. The force remained fresh at some Madras Coast stations. Rain was falling along the coast from False Point southward to Madras, and there were a few showers in other parts of the country. The heaviest falls were at Masulipatam, Rajahmundry and Cocanada. On the 13th there was still no practical change in the distribution of pressure or the direction of the winds, but there has been a considerable extension of the rainfall area over the Peninsula. Rain now prevailed from Cocanada southward to Negapatam, across the south of the Peninsula, and northward along the West Coast as far as Karwar. The amounts were considerable over the Carnatic. On the 14th the barometer was falling almost everywhere. A well defined low pressure area existed over the Andaman Sea, and readings were also probably low over off the Madras Coast and off the Malabar Coast, while elsewhere readings were uniform and relatively high. Northerly to easterly winds prevailed generally, and the force was moderate, except at Diamond Island, where under the influence of the depression the force was rising. Rain was general all over the south of the Peninsula, the amounts being considerable in the south. On the 15th the barometer was rising generally, the change being rapid in the north-west. The most important alterations were the production of a high pressure area in the north-west and the passage westward of the depression which on the preceding day lay over the Andaman Sea. The winds were little changed, and rain continued general over the greater part of the Peninsula. The amounts were heaviest in the extreme south.

Temperature.—As a general rule the variations of the mean temperature from the average of the season in all parts of India have been small. The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India:

Province.	9th.	10th.	11th.	12th.	13th.	14th.	15th.	Mean variation of week.
Burma	—0·4	+0·1	+0·7	+1·9	+0·5	—1·1	—1·0	+0·1
Bengal and Assam . .	—2·0	—1·0	+0·1	+0·4	+0·6	+0·1	+0·5	—0·2
North-West Provinces and Oudh.	+0·3	0	+0·2	+1·2	+1·1	+0·7	—0·2	+0·5
Punjab	+1·2	+2·0	+0·5	+1·2	+0·7	+0·2	—0·6	+0·7
Bombay	0	0	+1·2	+0·7	+0·6	+1·1	0	+0·5
Central Provinces and Berar	+0·2	+0·5	+0·2	—0·2	+1·4	+1·3	+0·7	+0·6
Central India and Guzerat .	—0·5	—0·3	—0·1	—0·4	—0·2	+0·6	+1·0	0
Sind and Rajputana . .	+0·8	+0·5	+0·7	+1·4	+1·6	+1·6	+0·5	+1·0
Madras	—2·0	—1·4	—0·2	+0·1	—0·9	—2·0	—1·6	—1·1
Mean for whole India . .	—0·3	0	+0·4	+0·7	+0·6	+0·3	—0·1	+0·2

The mean variation of the whole of India for the week was only +0·2°, and on most days of the week the difference of the average from the normal was less that ½°. The provincial variations show that over Madras there has been a mean diurnal deficiency of 1·1° for the week and in Sind and Rajputana a mean diurnal excess of 1·0°; but, with these exceptions, the variations for the week have been less than 1°.

Rain.—With the returns of the present week the rainfall returns of the monsoon season of 1892 come to a close, and it may be interesting to refer briefly to the general progress of the monsoon. The period commenced on May 29th, but previously to that date there had occurred an incursion of monsoon winds and a burst of what was undoubtedly monsoon rainfall over a large part of the country. The premature incursion of the monsoon was followed by a marked

withdrawal, and during June the rainfall, except in Madras and the centre of the Peninsula, was lighter than usual. On July 2nd only twelve out of fifty divisions into which India is divided had an excess of rain, and in nearly all the other divisions there was a deficiency, which in the north-west was large. During July, however, a considerable improvement occurred, and at the close of that month the greater part of the country had received a normal or excessive fall. In Sind and the Punjab the excess was very large, and in part of the Peninsula it was considerable. During August the rainfall continued heavy, except over Bengal, where a steady decrease in the amount of rain received set in. After the middle of September the rains finally ceased. The cessation was carried out more suddenly than usual, and, instead of the gradual retreat of the rains from North-West India eastward, rain ceased almost as completely and suddenly in North-East India as in North-West India. In consequence the deficiency was already appearing over North-East India even as early as the end of August, has been much intensified during the past three weeks, and over Eastern, Deltaic, and Central Bengal, as well as in Assam and parts of Burma, is now more or less considerable.

During the past week nearly the whole of Northern and Central India, including Assam, Bengal, Chota Nagpur, Behar, the North-West Provinces and Oudh, the Punjab (except the North-Western districts), Sind, Kathiawar, Guzerat, Rajputana (West), and Central India, have had either practically or actually no rain. Lower Burma has had light showers, but the total rainfall for the week is considerably in defect. Central Burma and Arakan obtained about half their normal amounts, Lower Burma about 20 per cent. of its normal, and Tenasserim practically none (*i.e.*, an average of less than a tenth of an inch).

The retreating south-west monsoon humid current in the Bay has given general moderate rain during the week to the Orissa and Madras Coast districts, which have hence received somewhat larger amounts than the normal fall of the week. The excess was small, except in Madras (South), which obtained an average of 2·84 inches, or 1·6 inches in excess of the normal. The West Coast districts have had light to moderate showers during the week, but the rainfall in that area as well as in the Deccan was below the normal by amounts varying from 10 to 50 per cent.

The three concluding columns of the table give comparative rainfall data for the fifty-two meteorological districts for the whole south-west monsoon period. The data show that the rainfall of the period was unusually favourably distributed, all districts, with the exception of Arakan, East, Deltaic, and Central Bengal, Orissa, and South Behar, receiving normal or excess rainfall. The deficiency averaged 29 per cent. in East Bengal, 26 per cent. in Deltaic Bengal, 22 per cent. in Central Bengal, 14 per cent. in Orissa, and 13 per cent. in South Behar and Arakan.

The average total rainfall of the period was practically normal in the following areas, in which the variation was less than 10 per cent :—Burma, North Behar, the North-West Provinces and Oudh, Kathiawar, Guzerat, Central Provinces, Coorg, Mysore, and Malabar. It was more or less considerably in excess in Madras (more especially the central districts), Rajputana, Sind, Khandeish, Berar, Bombay, Deccan, and the Punjab, including all those districts which have suffered from drought during the previous two years. The most remarkable feature of the monsoon has been the excessive fall in the North-West and Central Punjab, Sind, and West Rajputana. Thus Sind received an average of 8·65 or 4·33 inches, or 100 per cent. above its normal amount, and the West Punjab 12·63 or 7·01 inches, or 125 per cent. in excess.

The following gives the largest total amounts received during the week as reported in the rainfall telegrams of the week :

Division.	District.	Station.	Amount.
East Coast (South)	Trichinopoly	Musiri	9·37 inches.
Madras (South)	Madura	Melur	11·38 "
East Coast (North)	Godavari	Sivakodu	8·70 "
	Vizagapatam	Waltair	6·78 "
Madras (South Central)	Nilgiris	Kodanad	7·54 "
East Coast (South)	Tanjore	Arantangi	6·65 "
Do. (Central)	Nellore	Iskapally	6·65 "

PROVINCE.	DIVISION.	Rainfall data for week ending October 15th. Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Rainfall data from May 29th to October 15th, 1892. Average actual rainfall of season to date.	Average normal rainfall since May 29th to October 15th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
Burma	Tenasserim	0·03	2·20	— 2·17	170·60	156·21	+ 9
	Lower Burma	0·37	1·68	— 1·31	76·06	82·58	— 8
	Central Burma	0·62	1·27	— 0·65	59·72	61·36	— 3
	Upper Burma	0·24	?	?	23·84	?	?
	Arakan	0·74	1·26	— 0·52	142·34	163·25	— 13
Bengal and Assam	Eastern Bengal	0·09	1·60	— 1·51	52·68	73·90	— 29
	Assam (Surma)	0·01	1·98	— 1·97	140·07	132·99	+ 5
	Do. (Brahmaputra)	0	0·92	— 0·92	58·47	59·35	— 1
	Deltaic Bengal	0	1·20	— 1·20	35·06	47·16	— 26
	Central Bengal	0	1·15	— 1·15	37·28	47·92	— 22
	North Bengal	0·05	0·99	— 0·94	91·70	88·46	+ 4
	Orissa	0·54	1·70	— 1·16	39·97	46·60	— 14
	Chota Nagpur	0·08	0·97	— 0·89	41·20	45·90	— 10
	Behar (South)	0	1·00	— 1·00	33·99	38·79	— 13
	Do. (North)	0	1·29	— 1·29	45·92	45·57	+ 1
North-Western Provinces and Oudh.	North-Western Provinces (East)	0·01	0·76	— 0·75	37·79	35·61	+ 6
	Oudh (South)	0	0·48	— 0·48	36·54	33·45	+ 9
	Do. (North)	0	0·59	— 0·59	38·78	36·30	+ 7
	North-Western Provinces (Central)	0·01	0·29	— 0·28	33·39	31·21	+ 7
	North-Western Provinces (West)	0·02	0·22	— 0·20	29·32	25·87	+ 13
	North-Western Provinces (Submontane)	0	0·60	— 0·60	39·55	39·19	+ 1
Punjab	Punjab (South)	0	0·05	— 0·05	17·88	11·40	+ 57
	Do. (Central)	0	0·13	— 0·13	23·21	19·05	+ 22
	Do. (Submontane)	0	0·13	— 0·13	34·52	23·07	+ 50
	Do. (Hill Districts)	0	0·19	— 0·19	63·28	56·38	+ 12
	Do. (North-West)	0·17	0·14	+ 0·03	20·86	14·64	+ 42
	Do. (West)	0	0·01	— 0·01	12·63	5·62	+ 125
Bombay and Malabar Coast Districts (Madras).	Malabar	2·20	3·08	— 0·88	103·02	101·47	+ 2
	Madras (South Central)	1·93	1·97	— 0·04	23·21	25·03	— 7
	Coorg	0·90	1·81	— 0·91	97·24	92·20	+ 5
	Mysore	0·99	1·67	— 0·68	24·57	25·95	— 5
	Konkan	0·50	1·43	— 0·93	128·26	116·02	+ 11
	Bombay Deccan	0·37	0·80	— 0·43	38·76	25·74	+ 51
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0·09	0·64	— 0·55	30·12	23·59	+ 28
Central Provinces and Berar.	Berar	0·18	0·19	— 0·01	46·75	33·29	+ 40
	Central Provinces (West)	0	0·39	— 0·39	43·47	39·56	+ 10
	Ditto (Central)	0	0·41	— 0·41	48·53	48·76	0
	Ditto (East)	0	0·54	— 0·54	55·71	45·33	+ 23
Bombay (North)	Guzerat	0	0·25	— 0·25	47·62	43·12	+ 10
	Kathiawar	0	0·10	— 0·10	18·28	19·83	— 8
	Sind	0	0	0	8·65	4·32	+ 100
Rajputana and Central India.	Central India (East)	0	0·18	— 0·18	39·12	35·04	+ 12
	Rajputana (East), Central India (West)	0·26	0·10	+ 0·16	35·46	25·43	+ 40
	Rajputana (West)	0	0·03	— 0·03	16·23	12·95	+ 25
Madras	East Coast (North)	2·12	1·86	+ 0·26	34·82	28·36	+ 23
	Ditto (ditto) (*a*)	1·15	1·08	+ 0·07	48·61	49·83	— 2
	Hyderabad (South)	0·39	0·86	— 0·47	35·45	21·99	+ 62
	Madras (Central)	0·54	1·45	— 0·91	24·08	19·00	+ 27
	East Coast (Central)	2·06	1·63	+ 0·43	27·97	18·61	+ 50
	Ditto (South)	1·82	1·53	+ 0·29	23·24	18·35	+ 27
	Madras (South)	2·84	1·24	+ 1·60	9·55	8·62	+ 11

SIMLA, *20th October, 1892.*

JOHN ELIOT,
Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 15th October.*—Rainfall good on the West Coast, Central, and all the East Coast districts, except Ganjam, Vizagapatam, and Tinnevelly, where it is moderate, as in the Deccan districts. Agricultural operations proceeding actively throughout, and prospects much improved in the Southern districts after recent rain. Harvest of early crops progressing; outturn fully average. Pasture and water-supply ample. Prices easier generally.

Bombay.—*For week ending 19th October.*—Report not received.

Bengal.—*For week ending 15th October.*—Rain during the week in Orissa and Chittagong, and also a few showers in South-West Bengal, Bankura, Singhbhum, and Manbhum; no rain elsewhere. Autumn crops being harvested with good outturn. Prospects of winter rice generally good, but in Midnapur, Hooghly, Burdwan, and parts of Behar more rain is wanted, both for this crop and for preparing land for the spring harvest. Prices stationary on the whole. Cattle in good condition. Fodder and water-supply abundant.

North-Western Provinces and Oudh.—*For week ending 19th October.*—The weather has been clear during the week. Rain is urgently needed for the rice crops, and generally for sowings which are going on. Harvesting of autumn crops in active progress. Prospects good. Prices are fairly steady.

Punjab.—*For week ending 19th October.*—Slight rain has fallen in the Rawalpindi and Peshawar districts. Harvesting of autumn crops in progress. Cotton picking commenced in most districts. Sowings of spring crops going on. More rain wanted in Shahpur. Condition and prospects of standing crops are reported good. Young locusts appeared in parts of four districts, and steps were taken for their destruction; they have also laid eggs in Hissar, but were destroyed. Maize and *jowar* crops in parts of Lahore blighted, and other crops have been damaged by insects. Condition of stock is generally good. Fodder sufficient throughout the Province. Prices rising in one, falling in three districts, and stationary elsewhere.

Central Provinces.—*For week ending 19th October.*—The weather has been cloudy during the latter part of the week. Rain required for rice crops in Raipur and Bilaspur and for winter sowings generally. Harvesting of autumn crops continues in places. Prospects favourable.

Burma.—*For week ending 15th October.*—LOWER BURMA: Transplanting finished. Crop prospects good everywhere, except in Thayetmyo, where rain is required. UPPER BURMA: Transplanting nearly finished. Hill paddy being reaped in Katha and Ruby Mines. Early wet-weather paddy being reaped in two districts. Cotton picking and reaping of sesamum completed. Late sesamum and peas being sown in some districts. Standing crops are good in nine districts, but more rain is wanted in parts of three districts. Great damage has been caused by floods to crops on low-lands and islands in Bhamo, Sagaing, Upper Chindwin, Lower Chindwin, Myingyan, and Pakokku, and some damage in eastern sub-division, Southern Shan States. The rice crop has totally failed

in Shwebo and the Wundwin sub-division of Meiktila, and other crops in imminent danger. Rain is badly wanted nearly all over Upper Burma. The price of paddy has decreased largely in three districts, increased largely in one; elsewhere fluctuations unimportant.

Assam.—*For week ending 18th October.*—Weather seasonable. Ploughing for mustard continues. Pulses being sown. Fodder and water sufficient. Condition of cattle normal.

Mysore and Coorg.—*For week ending 19th October.*—MYSORE: Rainfall good in the Mysore district; slight in other parts. Crops and prospects good. No change in prices.

COORG: Rainfall 4 inches 24 cents. Standing crops in good condition. Reaping of *Eleusine coracana* nearly completed. Picking of cardamom in progress. Prices stationary. Fodder and water-supply sufficient.

Berar and Hyderabad.—*For week ending 19th October.*—BERAR: Slight rain. Weather cold and cloudy. Cotton in flower and pods. *Jowari* in ear. Autumn crops improving. Weeding in progress. Cattle healthy. Fodder sufficient. Water deficient for cattle in parts of Dariapur taluka. Preparation of land for winter crops continues. Prices almost stationary.

HYDERABAD: Moderate rain during the week. Harvesting of autumn crops in progress. Irrigated crops in good condition. Land being prepared for sowing of spring crops. Prices steady.

Central India.—*For week ending 19th October.*—Some rain in West Malwa. Condition of crops, fodder, and agricultural stock continue to be generally good. The autumn harvest has been damaged in some places, but is generally fair. Prices steady. Weather warm, but favourable for agricultural operations.

Rajputana.—*For week ending 19th October.*—Rain in Ulwar and Abu. Reaping of autumn crops and ploughing and sowing for the spring harvest continue. Crops partially damaged in Kerowlee. Agricultural prospects generally good. Cattle generally in good condition. Pasturage plentiful throughout. Prices steady in eight States, falling in one, and fluctuating elsewhere. Relief works closed in Merwara. Gratuitous relief in Ajmere 44; Merwara *nil*.

Nepal.—*For week ending 13th October.*—Days warm; nights chilly. Harvesting of rice in progress.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Circular No. 32-F.

Extract from the Proceedings of the Government of India in the Revenue and Agricultural Department (Forests),—dated Simla, the 7th October, 1892.

Read the following despatch from Her Majesty's Secretary of State forwarding copies of the Regulations for 1893 of the Forest Service Branch in Cooper's Hill College :

No. 64 (Revenue), dated London, 4th August 1892.

From—The Secretary of State for India,

To—The Government of India.

I forward herewith, for the information of Your Excellency's Government, 10 copies of the Prospectus of the Indian Forest Service for 1893.

REGULATIONS

FOR THE

FOREST SERVICE BRANCH

OF THE

ROYAL INDIAN ENGINEERING COLLEGE, COOPER'S HILL.

[Post Town, Staines; Railway Station, Egham; Telegraph Station, Englefield Green.]

STAFF OF THE COLLEGE.*

President, General Sir ALEXANDER TAYLOR, G.C.B., R.E.

Secretary, Lieutenant-Colonel W. J. BOYES.

Bursar, J. P. PASCO, Esq., R.N., Retired.

Chaplain, Rev. C. CROSLEGH, D.D.

Engineering Branch.

Assistant Professor of Engineering, A. H. HEATH, Esq., Assoc. Mem. Inst. C.E.

Professor of Surveying, Major-General E. H. COURTNEY, R.E.

Instructor in Geometrical Drawing, [Vacant].

Lecturer in Accounts, J. C. HURST, Esq.

Instructor in Freehand Drawing, RUSSELL DOWSON, Esq.

Mathematical Branch.

Professor of Applied Mathematics, G. M. MINCHIN, Esq., M.A.

Professor of Pure Mathematics, A. LODGE FEREDAY, Esq., M.A., Fellow of St. John's College, Oxon.

Natural Science Branch.

Professor of Chemistry, HERBERT MCLEOD, Esq., F.R.S.

Professor of Physics, W. N. STOCKER, Esq., M.A., Fellow of Brasenose College, Oxon.

Lecturer in Geology and Mineralogy, Professor H. G. SEELEY, F.R.S.

Forestry Branch.

Principal Professor of Forestry, W. SCHLICH, Esq., Ph.D., C.I.E., late Inspector-General of Forests to the Government of India.

Assistant Professor of Forestry, W. R. FISHER, Esq., B.A., late Conservator of Forests, Northern India.

* The staff of the College is only given in so far as it concerns the Forest Service Branch.

Professor of Botany, H. MARSHALL WARD, Esq., M.A., S.D., F.R.S., F.L.S., Fellow of Christ's College, Cambridge.

Lecturer on Entomology, W. F. H. BLANDFORD, Esq., M.A., Fellow of Christ's College, Cambridge.

Lecturer on Chemistry of Soils and Vegetation, A. H. CHURCH, Esq., M.A., F.R.S.

Instructor in German, T. H. DITTEL, Esq.

Lecturer on Forest Law, B. H. BADEN POWELL, Esq., C.I.E., late of the Indian Civil Service.

Director of Practical Study in Forestry on the Continent, Sir DIETRICH BRANDIS, K.C.I.E., Ph.D., F.R.S., late Inspector-General of Forests to the Government of India.*

[*The arrangements hereinafter described are subject to revision under the orders of the Secretary of State for India.*]

1. The Royal Indian Engineering College is primarily maintained, under the orders of the Secretary of State for India in Council, for the education of candidates for the service of Government in the India Public Works, Telegraph, and Forest Departments; but it is open, to the extent of the accommodation available, to all persons desirous of following the course of study pursued in it.

INDIA FOREST DEPARTMENT APPOINTMENTS.

2. The examination usually takes place in June of each year.

3. The number of candidates to be selected annually varies according to the requirements of the Forest Service in India. The figures as regards each particular year will be advertised from time to time. *In 1893 there will be 9 appointments offered for competition.*

4. Candidates for the Indian Forest Department are selected under the following arrangements:

(*a*) An applicant must be a natural-born British subject, and must be above 17 and under 20 years of age on the 1st June of the year in which he competes for an appointment. He must be unmarried, and if he marries before reaching India he will forfeit his appointment.

(*b*) An applicant must send† to the Revenue Department of the India Office on or before the 1st day of May of the year in which he proposes to compete—

(1) His name and parentage, a certificate or other satisfactory evidence of the date of his birth, and the written consent of parent or guardian that his name should be recorded as a candidate.

(2) A statement of the places of education at which he may have been, accompanied by testimonials of good conduct, during the last four years.

(*c*) Applicants will have to appear before a Medical Board‡ at the India Office, particular stress being laid upon good vision and hearing. A physical test will also be imposed so as to ensure the selection of persons of active habits and powers of endurance.

(*d*) The applicants who have successfully passed the medical examination and the physical test will be required to undergo an examination before the Civil

* Sir D. Brandis is not on the staff of the College.

† There is no form of application. The documents specified in clauses (1) and (2) should be enclosed in a covering letter addressed to the Secretary, Revenue Department, India Office, London.

‡ With a view to prevent parents and guardians from incurring the inconvenience and expense of preparing candidates who may be physically unfit for the Forest Service, it is suggested that, before any such preparation is begun, candidates be submitted to examination by the medical adviser of the family, or any other qualified medical practitioner, with regard to the following points:—

(1) A weak constitution.
(2) Defective vision.
(3) Impaired hearing.
(4) The existence of any congenital defect.

It is to be understood that this private examination is merely suggested to lessen the chances of disappointment, and that it is by no means intended to take the place of, or to influence in any way, the official examination.

On the subject of the standard of eyesight required for the Indian services, a pamphlet has been published, under the authority of the Secretary of State in Council, by Messrs. Churchill and Sons, 11, New Burlington Street.

Service Commissioners* in the following subjects (Classes I to III), marks being assigned as follows :

CLASS I.—OBLIGATORY SUBJECTS.†

Subject	Marks.	
1. Mathematics (lower), *viz.*, Algebra up to and including the Binomial Theorem ; the theory and the use of logarithms ; Euclid, Books I to IV and VI ; Plane Trigonometry up to and including the Solution of Triangles and Mensuration	2,500	In each of these subjects a candidate must obtain not less than one-third of full marks in order to qualify.
2. English Composition	1,000	
3. German (400 for colloquial)	2,000	

CLASS II.—OPTIONAL SUBJECTS.†

Subject	Marks.	
4. Mathematics (higher), including Analytical Geometry, Conic Sections, Statics, and Dynamics ...	2,000	A candidate may take any two, but not more than two, of the optional subjects. Under "Optional Subjects" Nos. 9, 10, 11, and 12, the examination will be partly practical.
5. French (400 for colloquial)	2,000	
6. Latin	2,000	
7. Greek	2,000	
8. English History. There will be set one general paper ; one paper limited to a fixed period, which will be from the year 1702 to the year 1760 for the examination of 1893	2,000	
9. Botany, *viz.*, the elementary parts of Vegetable Morphology, Histology, and Physiology, and the principles of a natural system of classification as illustrated by the more important British natural orders. Candidates will be required to describe plants in technical language. Questions will not be set on Vegetable Palæontology or on the geographical distribution of plants	2,000	
10. Chemistry, *viz.*, the Elements of Inorganic Chemistry ...	2,000	
11. Physics : Elementary properties of Electricity, Magnetism, Heat, Light, and Sound	2,000	
12. Physical Geography and Geology, chiefly Economic; including the recognition of the more familiar minerals and rocks, and their properties and uses ...	2,000	

CLASS III.—ADDITIONAL SUBJECTS.

Subject	Marks.	
13. Freehand Drawing	500	Either or both of these subjects may be taken in addition to the obligatory and the two optional subjects.
14. Geometrical Drawing	300	

(*e*) From the competitors who attain the above-mentioned minima of marks in obligatory subjects and satisfy the requisite conditions in other respects, the Secretary of State will select candidates in order of merit as probationers to enter the College, where they will be further trained for the Forest Service of India.

(*f*) If the full number of competent probationers required in any year cannot be obtained from the persons so examined, the Secretary of State reserves a discretion to fill up the deficiency by selecting any other person or persons who may satisfy the authorities of the College that he or they are properly qualified to become probationers for the Forest Service.

5. The course of study for candidates for the India Forest Service extends over about three years, divided into nine terms. During eight terms the candidates will prosecute their studies at the College, and during the remaining term they will visit, under suitable supervision, such British or Continental forests as may be selected for the purpose. Excursions will also be made for purposes of instruction, both during term time and during part of the vacations. The cost of all such tours or excursions is borne by the Secretary of State (see paragraph 9).

6. Each annual session begins in September, and is divided into three terms, with vacations of about four weeks at Christmas, two weeks at Easter, and eight weeks in the summer.

7. A charge of 61*l.* for each of the first eight terms and 60*l.* for the ninth term is made for each student. The amount must be paid terminally in advance to the Bank of England. Receivable orders, with full directions as to the mode of payment, will be forwarded from the India Office to the parents or guardians shortly before the fees fall due. A student will not be allowed to come into residence until his fee has been paid.

8. A deposit of 5*l.* is required to be paid by each student on admission to the College as caution money to cover charges incurred by him for damage to books, instruments, &c., or any College bills outstanding on leaving the College. Any balance over and above

* A fee of 4*l.* is required, which can be paid by means of a stamp of that amount. Instructions on this point will be issued to candidates the day before the examination.

† Attention is invited to the appended Syllabus giving further details regarding the extent and character of the examination.

such charges will be repaid. This deposit is to be paid with the fee for the first term, making the total payment on that occasion 66*l*.

9. The foregoing payments cover all charges for tuition, board according to the College tariff, lodging with washing, and ordinary medical attendance while in residence at the College. When students are on tour and during the course of practical instruction, whether in Great Britain or on the Continent, the Secretary of State will defray the expenses of (1) board, lodging, and washing (the maximum expenditure on such account being 10*s*. per diem); (2) travelling expenses; and (3) fees to local Forest officers, &c.

Students are required to provide their own class books and drawing instruments. Drawing paper, drawing boards, and surveying instruments are provided by the College.

10. The prescribed course of study at present comprises the following subjects:

I.—*Auxiliary Subjects.*

1. Geometrical Drawing.
2. Freehand Drawing.
3. Surveying.
4. Forest Engineering.
5. Accounts.
6. German.
7. Mechanics.
8. Physics.
9. Chemistry.
10. Geology and Mineralogy.
11. Entomology.
12. Botany.
13. Drill and Gymnastics.

II.—*Forestry, Theoretical and Practical, in all its branches.*

11. Every student is required to conform to the College rules, to exhibit due diligence in his studies throughout the course, and to give evidence of satisfactory progress in such manner as may be required, failing which, or in the event of serious misconduct, he will be liable to be removed from the College, or to be sent back from the forest tour, which may entail the loss of his appointment.

12. During the course of study, the proficiency of the students will be tested by periodical examinations, and on the termination of their studies there will be a final examination. Each student may also, at the discretion of the Secretary of State for India, be required to appear before the Medical Board at the expiration of the first year of residence at the College, and, should the result be unsatisfactory, he cannot claim to be allowed to complete the course.

13. The subjects enumerated in paragraph 10 are grouped in certain main branches of study,* and a fixed minimum of qualification is required in each branch and in the subjects taught during the forest tours, as well as a certain minimum for all branches taken together. Students who obtain these minima will receive the College diploma in Forestry.

14. Candidates who have obtained this diploma and are found to be of sound constitution and free from physical defects which would render them unsuitable for employment in the Forest Department (the final decision on which points will rest with the Secretary of State for India) will be appointed Assistant Conservators in the Forest Department of India in the order of their standing at the end of the final examination. They will be allowed before leaving the College to choose the provinces in which they desire to be first employed according to the order in which they pass out of the College. But this choice can only be exercised according to the available vacancies in the different provinces, and on the understanding that officers are at all times liable to be transferred from one province to another at the pleasure of the Government of India.

15. Within a month of his nomination as Assistant Conservator, each nominee must sign articles of agreement describing the terms and conditions of his appointment; he must embark for India when required to do so by the Secretary of State, and will be provided with a free passage. Failure to embark at the stated time will, in the absence of satisfactory explanation, lead to forfeiture of appointment.

16. The pay of an Assistant Conservator of Forests will begin from the date of arrival in India. Probationers who acquit themselves creditably during their course at Cooper's Hill College will begin on a salary of Rs. 350 a month. It will, however, rest with the President of the College, in consultation with the Principal Professor of Forestry, to decide whether any of the probationers, though they have obtained the College diploma in Forestry, have failed to deserve that rate of initial salary. Such probationers, if any, will begin on a salary of Rs. 250 a month; and this difference of salary will continue until the first departmental examination is passed in India.

17. Promotion, leave, and pension will be regulated by the rules of the Service for the time being. A copy of the Regulations relative to these matters can be seen on application either at the Library or the Record Department of the India Office. The

* For details, see Royal Indian Engineering College Calendar.

principal rules, however, are contained in the Abstract of the Civil Service Regulations, as given in the "India Office List" or the "India List," published respectively by Messrs. Harrison and Sons, 59, Pall Mall, and Messrs. W. H. Allen & Co., 13, Waterloo Place, S. W., either of which can be procured through any bookseller.

18. Every candidate before proceeding to India will be required to furnish to the President of the College satisfactory evidence of his competency in riding.

GENERAL RULES.

19. Chemical, physical, and botanical laboratories, a forestry museum, a forest nursery, a library and gymnasium are attached to the College. Means are also provided for the practice of photography. Students making use of the laboratories are supplied with the needful apparatus.

20. The responsibility for the discipline and management of the College and for the superintendence of the studies is vested in the President under the control of the Secretary of State for India.

21. The students are distributed in divisions under personal charge of one of the Professors or Instructors selected by the President; such tutor being responsible for exercising the proper degree of personal supervision over each student in his division, and for conducting necessary correspondence with the student's parents or guardians.

22. Each student residing in the College is provided with a separate room, and with fuel and light, also with the necessary attendance. Furniture and bedding are supplied by the College, but students are required to provide their own towels and bed linen. Meals are taken in hall. Wine and beer are not included in the ordinary fare, but can be obtained from the College cellar at fixed prices.

23. A chapel is attached to the College which the students residing in the College are expected to attend, unless specially exempted.

24. Every student will be required to go through a course of gymnastics and also of military exercises, including the use of the rifle.

25. Students are required to wear academical dress under such regulations as may be prescribed from time to time.

STUDENTS NOT NOMINATED FOR THE INDIAN FOREST SERVICE, BUT DESIROUS OF OBTAINING A DIPLOMA IN FORESTRY FROM COOPER'S HILL COLLEGE.

26. Students not nominated for the Indian Forest Service may be received into the College as far as the available accommodation permits. Such students may pass through the course of instruction prescribed for the nominees of the Indian Forest Service as detailed above, or they may be permitted to participate in the instruction given in certain subjects only. On attaining the prescribed minima of marks in the several branches of study and in totals as laid down above, they will receive, as the case may require, either the College diploma in Forestry or special certificates showing in what subjects they have followed the instruction, and with what result.

27. Candidates who desire to be admitted under paragraph 26 may submit the necessary application at any time, but not later than the 15th day of June of the year named for admission, except with the special permission of the President. The application must be made on the prescribed forms, which can be obtained from the Secretary of the College.

28. Candidates whose applications are found satisfactory as to character and in other respects will be required to undergo an examination, to be held at the College, about the last week in June of the year for admission. The object of the examination will be to ascertain whether the candidate is qualified to follow the course of instruction with advantage (or certain parts of it, as the case may be). Candidates who do not come up to the required standard will not be admitted to the College.

The President may dispense with the whole or any portion of this examination in the case of a candidate who produces an University diploma or other similar certificate granted by a recognized examining body.

29. Candidates admitted to the College under paragraph 26, who propose to pass through the full prescribed course of study, will be required to pay the same fees in every respect as those paid by the nominees for the Indian Forest Service. Candidates who do not become resident, and are admitted only to certain subjects of study, will be required to pay the fees which may be fixed in each special case in consideration of the extent of their studies. The candidates of both classes will be required to abide by the general rules of the College.

INDIA OFFICE,

June 1892.

FOREST EXAMINATION.

Syllabus showing the extent and character of the Forest Examination.

In a letter addressed to the Civil Service Commissioners on the subject of the examinations for admission into the Royal Military Academy, Woolwich, and the Royal Military College Sandhurst, the Director-General of Military Education observes :—" The main object to be borne in mind with reference to the Entrance Examination is to secure a youth who has had a thoroughly well-grounded liberal education as an English gentleman. Any curriculum which renders those who are unsuccessful unfit for other professions is greatly to be deprecated. " The Regulations for the Forest Examination, which follow the lines of the Sandhurst Examination, are intended to provide a test that the candidates have received such an education as is indicated in these words. By these Regulations certain of the subjects specified are prescribed as obligatory for all competitors, while in the choice of the subjects described as optional allowance is made for varieties of taste and inclination in each candidate. In view of the influence which the Regulations must necessarily exercise on the education of candidates for admission to the public service, the Civil Service Commissioners deem it expedient to specify with more fullness than in the Regulations themselves the character of the examination which the candidates will be called upon to undertake.

CLASS I.

(Obligatory Subjects).

Mathematics.—The extent of the examination will be as defined in the Regulations.

English Composition.—An Essay to be written on one of several subjects specified by the Civil Service Commissioners on their examination paper.

German.—There will be translations of unseen passages from German into English and from English into German ; the knowledge of pronunciation will be tested by dictation and the *vivâ voce* examination. The passages for translation will be taken mainly from standard authors (Schiller, Lessing, Alexander v. Humboldt, Ranke, &c.), and a few simple questions may be asked on the passages set, as to the structure and character of the language, and allusions of obvious and general interest.

CLASS II.

(Optional Subjects.)

Higher Mathematics.—The extent of the examination will be as defined in the Regulations.

Latin.—Passages will be set for translation into English selected from the authors usually read in schools. Passages from English authors will be given for translation into Latin prose and verse, but candidates will be allowed in the place of verse composition to answer questions of a simple character which will test whether they possess a fundamental knowledge of the grammar of the language and such an elementary acquaintance with Roman History as is required for the intelligent study of the books they have read.

Greek.—Passages will be set for translation into English from the authors usually read in schools, and in other respects the examination will proceed on the same lines as in Latin.

French.—The passages for translation will be taken from standard authors (Corneille, Madame de Sévigné, Guizot, Taine, &c.), and in other respects the examination will proceed on the same lines as in German.

English History.—The general paper in this subject will test whether the candidates are accurately acquainted with the facts of English History, and also possess an intelligent knowledge of the meaning of the facts. The paper on the fixed period will, of course, require from the candidates more minute knowledge than the general paper.

Botany, Chemistry, Physics, Physical Geography, and Geology.—The standard of examination in these subjects will be such as may be reasonably expected from the education given at schools possessing appliances for practical instruction, such as a Laboratory, &c. A considerable portion of the marks will be allotted for the proficiency shown in the practical part of the examination.

GENERAL.

Handwriting.—In estimating the papers of candidates, a limited number of marks, namely 100 out of the maximum allotted to each subject, is held to be assignable for handwriting.

Bengal.	Assam.
North-Western Provinces and Oudh.	Coorg.
Punjab.	Ajmere.
Central Provinces.	Andamans.
Burma.	Hyderabad.

ORDER.—Ordered, that a copy be forwarded for information to the Governments of Madras and Bombay, the Local Governments and Administrations noted in the margin, the Inspector-General of Forests, and the Comptroller and Auditor General.

Ordered also, that a copy be forwarded to the Foreign Department for communication to the Agent to the Governor General in Baluchistan, and that these papers be published in the Supplement to the *Gazette of India*.

[True Extract.]

E. D. MACLAGAN,

Offg. Under-Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXVI OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1891-92.	Week ending 10th October 1891.			Week ending 8th October 1892.			Earnings from 1st April to 10th October 1891.	Earnings from 1st April to 8th October 1892.	Increases in 1892-93.	Decreas[es] i[n] 1892-9[3]
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
State lines worked by companies.											
Standard gauge—											
East Indian (*a*)	590	1,634	9,03,891	553	1,634	7,12,351	436	2,58,17,812	2,47,12,649	...	11,05,16
Bengal-Nágpur	150	831	67,170	81	831	77,221	93	31,26,432	27,75,128	...	3,51,30
Indian Midland	127	752	75,763	101	752	79,063	105	23,03,035	24,37,734	1,34,699	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,44,132	206	1,674	3,51,000	210	1,09,28,050	1,09,97,014	68,964	...
South Indian	150	901	1,31,777	146	1,106	1,46,511	132	38,92,604	39,81,052	88,448	...
Southern Mahratta	86	1,044	70,078	67	1,044	74,799	72	24,53,449	22,04,480	...	2,48,96
Bengal and North Western (*b*)	130	721	62,715	87	755	75,930	101	26,22,094	26,60,649	38,555	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	157	6,041	38	199	8,642	43	2,62,764	3,28,127	65,363	...
TOTAL	250	7,712	16,61,567	215	7,995	15,25,517	191	5,14,06,240	5,00,96,833	...	13,09,40
State lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	2,395	5,81,597	243	2,511	4,77,357	190	1,68,07,619	1,24,72,161	...	43,35,45
Oudh and Rohilkhand	244	692	1,14,643	166	692	1,26,303	183	44,43,991	42,81,490	...	1,62,50
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	3,24,474	418	777	2,47,760	319	61,84,207	57,19,864	...	4,64,43
Bengal Central (*d*)	117	125	22,657	181	125	17,380	139	3,98,337	3,90,836	...	1,50
Metre gauge—											
Burma (*e*)	203	609	91,651	150	715	1,04,998	147	26,35,982	32,55,691	6,19,709	...
Special gauges—											
Jorhát	47	25	1,640	66	25	1,796	72	35,434	38,623	3,189	...
Cherra-Companyganj	44	8	346	43	8	314	39	8,760	7,572	...	1,18
TOTAL	251	4,631	11,37,008	246	4,853	9,75,908	201	3,05,14,420	2,61,72,237	..	43,42,18
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,485	5,39,115	363	1,490	5,13,106	344	2,25,24,661	1,91,01,293	...	34,23,36
Bombay, Baroda and Central India	590	401	2,14,852	466	461	2,17,000	471	72,14,925	74,73,515	2,58,590	...
Madras	216	840	1,71,732	204	840	1,85,256	221	50,05,572	47,05,302	...	3,00,27
TOTAL	468	2,786	9,25,699	332	2,791	9,15,362	328	3,48,05,158	3,13,40,110	...	34,65,04
TOTAL (GUARANTEED AND STATE)	290	15,129	37,24,274	246	15,639	34,16,787	218	11,67,25,818	10,76,09,180	...	91,16,63
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	20,338	126	162	20,182	125	5,54,661	5,39,600	...	15,06
Tárakeshwar	258	22	6,070	276	22	5,569	253	1,53,191	1,47,814	...	5,37
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	9,000	134	67	5,940	89	2,09,347	2,40,435	31,088	...
Dibru-Sadiya	128	78	8,686	111	78	9,106	117	2,70,898	2,74,849	3,951	...
TOTAL	135	329	44,094	134	329	40,797	124	11,88,097	12,02,698	14,601	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	50,637	143	354	45,012	127	13,86,037	13,30,010	...	56,02
The Gaekwar's Petlád	91	13	832	64	13	1,710	132	32,795	32,273	...	52
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	32,065	108	311	42,210	136	7,11,207	7,29,587	18,380	...
The Gaekwar's Mehsána	50	93	3,313	36	93	4,130	44	99,407	1,31,562	32,155	...
Kolhápur	55	29	1,333	46	29	1,511	52	(*g*) 40,342	44,046	3,704	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,099	43	72	5,120	71	1,07,405	1,28,595	21,190	...
TOTAL	107	857	91,279	107	872	99,693	114	23,77,193	23,96,073	18,880	...
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	8,347	77	108	9,555	88	3,59,235	2,68,077	...	91,1
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	23,414	70	334	24,757	74	7,41,495	8,60,197	1,18,702	...
Jodhpur-Bickaneer	72	188	24,176	129	291	13,900	48	3,09,694	4,76,801	1,67,107	...
Special gauge—											
Morvi	63	94	5,294	56	94	6,756	72	1,73,802	1,68,937	...	4,8
TOTAL	76	616	52,884	86	719	45,413	63	12,24,991	15,05,035	2,80,944	...
GRAND TOTAL	269	17,039	39,20,878	230	17,667	36,12,245	204	12,18,75,334	11,29,81,963	...	88,93,3

(*a*) Includes the Patna-Gya state railway.

(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.

(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(*d*) Although for convenience classed amongst the state railways, this is the property of the Bengal Central railway company.

(*e*) Includes the Mu Valley state railway.

(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amr[aoti] state railways.

(*g*) Total receipts from 21st April to 10th October 1891.

F. B. HEBBERT, *M. Inst. C. E.,*
Under-Secreta[ry]

SIMLA, *the 20th October, 1892.*

Printed and published for the Government of India *at the* Government Central Printing Office, *Simla.*



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 22, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 26th March, 1892.

From the 2nd April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 26th March all Notifications and other matter intended for publication in those Parts should be addressed to the Officiating Publisher at Simla.

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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page, 2 pice.

By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

II A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 18th October 1892.

NOTIFICATIONS.

No. 2870 P.—APPLICATIONS in respect of the under-mentioned inventions have been filed, during the week ending the 15th October 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 259 of 1892.—Daniel Edward Bishop, of New York, County and State of New York, United States of America, for a "Rail-Joint."

No. 260 of 1892.—Albert Legg and Charles Ward Weston, residing at Milton in the County of Ulster and State of New York, for "improvements in sewing machines."

No. 261 of 1892.—Leon Raphael Lecellier, of Villedieu (Manche), France, Manufacturer, for "improvements in locks."

No. 262 of 1892.—James George Bellairs, of the Berenag Tea Company, Berenag, Kumaon, in the North-West Provinces, Tea Planter, for "an improved process of steaming and moulding tea and in machinery and apparatus therefor."

No. 2871 P.—SPECIFICATIONS of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 288 of 1891.—John MacPherson, Plumber and Sanitary Engineer, Proprietor of the Rangoon Plumbing Company, 13A, Dalhousie Street, Rangoon, for the improvement and better construction of water closet pans and traps called the "Anti-splash closet." (Filed 13th July 1892.)

No. 6 of 1892.—John Bennett, care of Messrs. Richardson & Co., 25, Suffolk Street, East, Pall Mall, London, in the County of Middlesex, England, Member of the Institution of Civil Engineers, Great Britain, Gentleman, for an improved roof tile and method of laying and fixing the same on roof framings (to be called Bennett's Patent Storm-proof roof tiling). (Filed 16th September 1892.)

No. 195 of 1892.—Thomas Toussaint Watson, Assistant Locomotive Superintendent, Great Indian Peninsula Railway, Jubbulpore, Central Provinces, India, for an improved method of arranging and suspending punkahs, whereby a rocking motion is imparted to punkahs, in addition to the ordinary pendulum swing. (Filed 7th October 1892.)

No. 237 of 1892.—James Charles Potter, of Pawtucket in the State of Rhode Island in the United States of America, Manufacturer of Cotton Mill Machinery, for improvements in feeding mechanism for machinery for opening, cleaning, and preparing cotton or other fibrous material. (Filed 13th October 1892.)

No. 238 of 1892.—James Charles Potter, of Pawtucket in the State of Rhode Island in the United States of America, Manufacturer of Cotton Mill Machinery, for improvements in feeding mechanism for machinery for opening and preparing cotton or other fibrous material. (Filed 13th October 1892.)

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 17th October, 1892.

LIABILITIES.	R	a.	p.	R	a.	p.
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office	85,25,029	0	10	1,65,21,438	2	4
Public Deposits at Branches	79,96,409	1	6			
Other Deposits at Head Office and Branches				6,30,29 187	6	4
Bank Post Bills, etc.				2,77,109	3	8
Sundries				30,17,995	0	3
RUPEES				10,76,45,729	12	7

ASSETS.	R	a.	p.	R	a.	p.
Government Securities				79,60,690	0	0
Other authorized Investments				70,39,577	4	0
Loans on Government and other authorized Securities				70,81,749	3	7
Accounts of Credit on Government and other authorized Securities				58,56,367	13	10
Bills discounted and purchased				1,70,06,788	6	1
Balances with other Banks				6,23,539	8	5
Bullion				5,06,434	9	10
Dead Stock				12,34,783	10	6
Stamps				8,514	12	3
Sundries				16,03,180	9	5
				4,89,21,625	13	11
Cash and Currency Notes at Head Office	2,78,87,466	4	8	5,87,24,103	14	8
Cash and Currency Notes at Branches	3,08,36,637	10	0			
RUPEES				10,76,45,729	12	7

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 21st October, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.

Percentage 70·8

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATIONS.

Quetta, the 11th October, 1892.

No. 6368.—Consequent on the return from leave of Lala Tola Ram, Tahsildar, 1st grade, Bashir Ali Khan, Tahsildar, 4th grade, substantive *pro tempore*, and Tahsildar, Sibi, is posted as Tahsildar, Bori, from date of assuming charge.

No. 6369.—Kazi Muzaffar Khan, Tahsildar, 3rd grade, and Tahsildar, Bori, on relief by Bashir Ali Khan, is posted as Tahsildar, Quetta, from date of assuming charge.

No. 6370.—Janji Ram, substantive *pro tempore*, Naib Tahsildar, Quetta, officiated as a Tahsildar, 4th grade, from the 15th September to the 5th October, both days inclusive.

By Order,

W. STRATTON, *Captain*,

First Assistant.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

Abu, the 10th October, 1892.

No. 3730-G.—In continuation of this Office Notification No. 2376-G., dated 8th July, 1892, it is hereby notified that Captain C. H. Dawson, on return from privilege leave, resumed charge of his duties as Officiating 2nd Assistant Resident, Meywar, from Colonel A. R. T. McRae, on the forenoon of the 26th June, 1892.

The 15th October, 1892.

No. 3837-G.—Lieutenant S. F. Bayley, I.S.C., Assistant to the Agent to the Governor-General in Rajputana, is granted three months' privilege leave, with effect from the 31st October, 1892, or such subsequent date as he may avail himself of the same.

By Order,

L. S. NEWMARCH, *Captain*,

First Asst. Agent to the Govr.-Genl., Rajputana.

AGENT TO THE GOVR.-GENERAL, RAJPUTANA, AND CHIEF COMMR., AJMERE-MERWARA.

NOTIFICATION.

Abu, the 11th October, 1892.

No. 3755-G.—With reference to Foreign Department Notification No. 1561-G., dated the 20th September, 1892, it is hereby notified that Captain L. S. Newmarch, I.S.C., assumed charge of his duties as First Assistant to the Governor-General's Agent, Rajputana, and Chief Commissioner, Ajmere-Merwara, from Lieutenant S. F. Bayley, on the forenoon of the 11th instant.

By Order,

L. S. NEWMARCH, *Captain*,

First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara.

THE RESIDENT IN MYSORE.

NOTIFICATION.

Bangalore, the 14th October, 1892.

No. 3320.—Whereas by the Notification of the Government of India in the Foreign Department, No. 2252-I., dated the 7th August, 1883, the Indian Christian Marriage Act, 1872, was with certain modifications declared to apply to the Civil and Military Station of Bangalore, so far as regards marriages between persons, one of whom is a Native Christian subject of Mysore, and neither of whom is a Christian British subject.

In exercise of the powers conferred by Sections 7 and 9 respectively of the Act, the Resident in Mysore is pleased—

(*a*) to appoint the Reverend James Gondie of the Wesleyan Mission as Marriage Registrar for the territories included in the Civil and Military Station of Bangalore; and

(*b*) to license the said Reverend James Gondie to grant certificates of marriage within the territories included in the Civil and Military Station of Bangalore between Native Christians, one of whom is a Native Christian subject of Mysore, and neither of whom is a Christian subject of Her Majesty.

By Order,

C. W. RAVENSHAW,

First Asst. Resident.

RESIDENT IN MYSORE.

List of Candidates who passed the Primary Examination held in the Civil and Military Station of Bangalore in June, 1892.

N.B.—The following letters denote the subjects noted against each of them:—

a.—Compulsory. *b.*—Second language. | *c.*—Geography. *d.*—History of India. | *e.*—Hygiene. *f.*—Needlework. | *g.*—Mensuration. *h.*—Drawing. | *k.*—Agriculture.

Register number.	Name of the candidate.	Name of the candidate's father or guardian.	Address in full: If a pupil, the school from which he came up.	The subjects in which passed.	REMARKS: If fully passed, in what class.
2	Bertie Darling	Robert William Lamb Darling	Bishop Cotton's Boys' School.	*a*	
3	Ernest Corbett Hayes	Richmond Hayes	Ditto ditto	*a*	
4	William Herbet Smith	Alfred Smith	Ditto ditto	*a*	
6	George Boosey	Thomas Johnson Boosey	St. John's Boys' School	*a, c, d*	I.
7	Ruxton Clarkson	Samuel Clarkson	Ditto ditto	*a, c, d*	II.
8	Ernest Edward Copcutt	George William Copcutt	Ditto ditto	*c, d*	
9	James Edwin Conwen	James Adolphus Conwen	Ditto ditto	*c, d*	
10	Richard Edward Maile	George Maile	Ditto ditto	*a, c, d*	I.
11	Henry Pembleton Ottmann	James Ottmann	Ditto ditto	*a, c, d*	II.
12	Edwin Gilbert Sausman	Samuel Sausman	Ditto ditto	*c, d*	
13	Wilfred St. Ledger Taylor	Edwin James Taylor	Ditto ditto	*a, c, d*	I.
14	Percy John Thornton	John Thornton	Ditto ditto	*a, c, d*	II.
15	George William Armstrong	George William Armstrong	St. Andrew's Boys' High School.	*a, c*	
16	Henry Lawrence Armstrong	Ditto ditto	Ditto ditto	*a, c, g*	II.
18	Augustus John Bird	Oliver James Bird	Ditto ditto	*a.*	
20	Trevor Mervyn Smith	Albert Mervyn Smith	Ditto ditto	*a, c, g*	II.
21	Margaret Amy Boalth	William Hope Boalth	Bishop Cotton's Girls' School.	*a, c, d*	II.
23	Gladys Margaret Dunbar	John Dunbar	Ditto ditto	*a, c, d*	II.
24	Minnie Irene Hayes	Richmond Francis Hayes	Ditto ditto	*a*	
25	Minnie Evelyn Limouzin	Joseph Edmund Limouzin	Ditto ditto	*a, c*	
26	Pleasance Smith	Alfred Smith	Ditto ditto	*a*	
27	Lilian Alice Torrens	Charles Torrens	Ditto ditto	*a, c, d*	II.
28	Florence Hitchcock	Henry Hitchcock	Wesleyan English Girls' School.	*a, d*	
31	Mary Henrietta Foote	Daniel Foote	St. John's Girls' School	*d*	
33	Emma Mary Shepherd	H. Peter Shepherd	Ditto ditto	*a*	
34	Mellicent Florence Taylor	Edwin James Taylor	Ditto ditto	*a, c, d*	II.
35	Adelaide J. S. Anderton	George Alfred Anderton	St. Andrew's Girls' School.	*a*	
36	Margaret Grant	James Grant	Ditto ditto	*a*	
37	Muriel Violet Hayes	Alfred Hayes	Ditto ditto	*a*	
38	James Adelaide Mahar	James Mahar	Ditto ditto	*a*	
39	Caroline Amelia Mahar	Ditto	Ditto ditto	*a*	
41	Helda Puckridge	Harry Puckridge	Ditto ditto	*a*	
42	Jane Barclay	William Barclay	Convent of the Good Shepherd.	*d*	
42*a*	M. Sulpico	M. Sulpico	Ditto ditto	*a*	
43	Anne Lafrenais	Charles Lafrenais	Ditto ditto	*a, d*	
44	Katherine D'Neil	Richard D'Neil	Ditto ditto	*a, c, d*	II.
46	Blanche Warner	Richard Warner	Ditto ditto	*a, c, d*	II.
47	Priscilla Warner	Ditto	Ditto ditto	*a*	
55	Lily Reader	William Reader	St. Francis Xavier's Girls' School.	*a*	
56	Hennesy Henry Pereira	Frank Pereira	St. Joseph's College	*a, c, d*	II.
57	William Burke	James Burke	Ditto ditto	*c, d*	
58	John Henry Dennehy	Joseph Cornelius Dennehy	Ditto ditto	*a, c, d*	II.
59	Cecil Doveton	Edward Doveton	Ditto ditto	*a, c, d*	II.
60	Douglas Luxa	Herbert Luxa	Ditto ditto	*a, d*	
61	Frank Ponceno	Daniel Ponceno	Ditto ditto	*a, c, d*	II.
62	Henry Rainford	William Rainford	Ditto ditto	*a, c, d*	I.
64	Clarence White	John William White	Ditto ditto	*a, c, d*	I.
67	Panyam Subbramanien	Panyam Lakshumi Narasimha Sastry.	Ditto ditto	*b, c*	
68	Bellur Srinivasa Charry	Bellur Raghunatha Charry	Ditto ditto	*a, b, c*	II.
70	Bangalore Kenchaiya	Bangalore Borunnah	Ditto ditto	*a, b, c*	II.
71	Muthukoor Ramayya	Muthukoor Subba Sastry	Ditto ditto	*a, b, c*	II.
75	S. M. Joseph	M. Samuel	Wesleyan Mission Middle School.	*b, c*	
77	A. B. Rajamanikkam	A. Bacha Mudaliar	Ditto ditto	*c*	
79	C. R. Sankaralingam	C. Raju Mudaliar	Ditto ditto	*b*	

Register number.	Name of the candidate.	Name of the candidate's father or guardian.	Address in full: If a pupil, the school from which he came up.	The subjects in which passed.	REMARKS: If fully passed, in what class.
83	Bangalore Appadurai	Bangalore Arunachellam Pillay	Wesleyan Boys' School, Shulay.	a, b, d	II.
84	Bangalore Gnanarogyam	Bangalore Yascotty Pillay	Ditto ditto	b, d	
85	Wallajapet Kanakasabapathy	Wallajahpet Subbaraya Mudali	Ditto ditto	b, d	
86	Vasantam Nadamuni	V. Varatha Rajulu Naidu	Ditto ditto	a, b, d	II.
87	Kongarapet Natanasabapathi	K. Vencatachella Mudali	Ditto ditto	a, b, d	II.
88	James Rangasawmi	Samuel Ramasawmy	(Teacher) ditto	a, b	
89	Vellore Velayudam	Vellore Chengalveraya Pillay	Wesleyan Boys' School, Shulay.	a, b, d	I.
91	Trichinopoly Mamandy Pillay	Mooku Pillay	A. N. M.'s Branch School, Ulsur.	a, b, c	I.
92	Arcot Ramasawmi Mudali	Somanatha Mudaliar	Ditto ditto	a, b, c	II.
93	Arcot Ratnavelu Mudali	Vyapari Mudaliar	Ditto ditto	a, b, c	II.
94	Kori Namperumal Naidu	Kori Narayanasawmi Naidu	Ditto ditto	a, b, c	II.
95	Trichinopoly Varatha Rajulu Naidu.	Mannarsawmi Naidu	Ditto ditto	a, b,	II.
96	Ulsur Lingappa Chetty	Somappa Chetty	Ditto ditto	a, b, c	II.
97	Bangalore Ramiah Chetty	Muniappa Chetty	Ditto ditto	a, b, c	II.
99	Syed Ibrahim	Syed Hyder Bahadur	Madrissai Hafizia	a, c, d	II.
100	Syed Khader	Syed Pacha	Ditto	a, c	
101	Dowlat Khan	Ismal Khan	Private candidate	a, b, d	II.
102	V. Devasikamany	Comarasawmy Mudaliar	A. N. M.'s High School	b	
103	L. Devasikamany	Latchumana Mudaliar	Ditto ditto	b	
104	Doraisawmy	Iyasawmi Mudaliar	Ditto ditto	a, b, c	II.
105	Jagannathan	Munisawmi Mudaliar	Ditto ditto	a, b, c	II.
106	Krishnasawmi	Masilamany Mudaliar	Ditto ditto	a, b c,	II.
107	G. Manikkam	Gangadara Chetti	Ditto ditto	a, b	
108	K. Manikkam	Govinda Konar	Ditto ditto	a, b	
109	T. Manikkam	Thangavelu Chelliar	Ditto ditto	a, b	
110	C. Munisawmi	Nanjappa Naidu	Ditto ditto	a, b, c	II.
111	Nanjappa	Vencatasawmy Naidu	Ditto ditto	a	
112	Nandeeswaran	Cundasawmy Mudaliar	Ditto ditto	a, b	
113	Ponnambalam	Akambara Mudaliar	Ditto ditto	b, c	
115	Subbarayan	Perumal Mudaliar	Ditto ditto	a, b, c	II.
116	C. Vadiveloo	Munisawmi Mudaliar	Ditto ditto	a, b	
117	Patchur Veeraraghavan	Ramasawmy Iyer	Ditto ditto	a, b	
118	Govinda Rajulu	Veerasawmi Chetti	Ditto ditto	a, b	
120	Krishnaiya	Govinda Chetti	Ditto ditto	a, b	
121	Pushparathan	Sathasiva Pillay	Ditto ditto	a, b	
122	Anantha Ramiah	Vencatachella Sastry	Ditto ditto	a, b	
123	Seshagiri	Veeraraghavalu Naidu	Ditto ditto	a, b	
124	Subba Rajulu	Chengiah	Ditto ditto	a, b, c	II.
125	Vadiveloo	Thyaga Raya Pillai	Ditto ditto	a, b, c	II.
126	Sri Vencateswaralu	Kesava Rao Naidu	Ditto ditto	a, b, c	II.
127	Gopalaiya	Tharappa	Ditto ditto	a, b	
128	Sumpungy	Ramiah	Ditto ditto	a, b, c	I.
129	Muhammad Khan	Akbur Khan	Ditto ditto	a, b, c	II.
130	Muhammad Abdul Subhan	Shaik Fareed	Ditto ditto	a, b, c	II.
131	A. Deviah	Appiah	Ditto ditto	a, b	
133	Lurth Maria Natha Pillay	Madras Vedanayakkan Pillay	Chatur Veda Siddhanta Sabha School.	b	
134	Bangalore Lokanathan	Ramapani Naidu	Ditto ditto	a, b, c, d	II.
138	Savari Nayakan Pakianathan	Savari Nayakan	St. Mary's School	a, b	
139	Joseph Sathianathan	Joseph	Ditto ditto	b, c	
140	Chowdry Dakshina Murty	Chowdry Venkannah	Regimental School, 13 M. N. I.	a, b	
141	Krishnasawmy	Papiah	Ditto ditto	a, b, c	II.
142	Srikaram Simha Challam Doss	Srikaram Venkiah	Ditto ditto	a, b, c	II.
143	Sukka Ramasawmy	Sukka Gurriah	(Teacher) ditto	a, b, c	II.
144	Abdul Karim	Abdul Razack	Regimental School, 13 M. N. I.	a, b	
145	Ahmed Beg	Jamall Beg	Ditto ditto	a, b, c	II.
146	Muhammad Abdulla	Shaik Jamall	Ditto ditto	b	
150	Khader Sheriff	Muhammad Sheriff	Madrissai Khudusia	a, c	
151	Syed Murtuza	Syed Abdul Khader	Ditto ditto	a, c, d	II.
154	Syed Yakub Hussain	Syed Chunda Hussain	Ditto ditto	a	
155	Syed Muhammad Sha Sahib	Khazi Syed Razul	Ditto ditto	a	
156	Vellore Jagathambal	Vellore Punyakoti Mudaliar	Govindammal's Girls' School, Ulsur.	a, c, f	II.
157	Punapakam Maclammal	Punapakam Velu Mudaliar	Ditto ditto	a, c, f	II.
158	Chittur Rajammal	Chittur Chinnasawmy Mudaliar	Ditto ditto	c, f	
159	Chittur Vijayammal	Chittur Murugesa Mudaliar	Ditto ditto	a, c, f	II.
160	Annambadi Meenammal	A. Singaravelu Mudaliar	Ditto ditto	a, c, f	II.
161	Arni Athiamnial	Arni Namasivaya Pillay	Ditto ditto	a, c	
162	Vellore Nagarathnammal	Vellore Vadivelu Mudaliar	Ditto ditto	a, c, f	II.
163	Arni Ammaniammal	Arni Ranganatha Pillai	Ditto ditto	a, c, f	II.

Register number.	Name of the candidate.	Name of the candidate's father or guardian.	Address in full:—If a pupil, the school from which he came up.	The subjects in which passed.	REMARKS: If fully passed, in what class.
164	Jeremiah Dorcas	Jeremiah	Wesleyan Boarding Tamil Girls' School.	d	
166	Gnanaprakasama Sophie	Gnanaprakasam	Ditto ditto	a, b, d	II.
167	Jacob Salome	Jacob	Ditto ditto	a, b, d	II.
169	Ramanjulu	Veeraragavalu Naidu	Wesleyan Tamil Girls' School, N. Pillay St.	a, c, f	II.
170	Thayar	Rangiah Naidu	Ditto ditto	a, f	
171	Durgammal	Pacha Muthu Pillay	Wesleyan Tamil Girls' School, Shulay.	c, f	
172	Muthialammal	Ramasamy Naidu	Ditto ditto	c, f	
173	Josephine	Ebenezer Nathaniel	Ditto ditto	c, f	
174	Thomas Victor Kiddle	Thomas Kiddle	Baldwin Boys' High School.	d	
176	Henry Walsh West	Joshua West	Ditto ditto	d	
177	George Aubrey Roberts	John Joseph Roberts	Ditto ditto	a, c, d	II.
178	Malcolm John Wallace	Henry Wallace	Ditto ditto	d	
185	Kathleen Harriet E. Fleming	Jeremiah Fleming	Baldwin Girls' School.	a, d	
186	Caroline Rebecca Chooet	George Chooet	Ditto ditto	a	
187	Beatrice Mary Roberts	John Joseph Roberts	Ditto ditto	a, c, d	II.
189	Mabel Irene Godfrey	Samuel Augustus Godfrey	Ditto ditto	a, d	
190	Constance Lenore Borthwick	Reuben Borthwick	Ditto ditto	a, d	
191	Rachael Eliza Francis	John Francis	Ditto ditto	a	
90	Bangalore Rudrappa	Bangalore Donnappa	Teacher, Wesleyan Boys' School, Shulay.	a, b, k	II.

BANGALORE:
11th August 1892.

E. MARSDEN,
Chairman, Primary Examination Board.

List of Candidates who passed the Lower Secondary Examination held in the Civil and Military Station of Bangalore in April 1892.

N. B.—The following letters denote the subjects noted against each of them:—

a.—Compulsory portion. | *b.*—Second language. | *c.*—Geography. | *d.*—History of India. | *e.*—Mathematics. | *f.*—History of England. | *g.*—Hygiene. | *h.*—Elementary science. | *k.*—Mensuration. | *l.*—Agriculture. | *m.*—Needlework.

Register Number.	Name of the candidate.	Name of the candidate's father or guardian.	Address in full: If a pupil, the school from which he came up.	The subjects in which passed.	Remarks. fully passed, in what class.
1	Ernest John Potter	Thomas James Potter	St. John's Boys' School	a, c, d, e	II.
2	Herbert Percival Pettignew	Charles Pettignew	Ditto ditto	d	
3	Richard Arthur Brown	John Brown	Ditto ditto	a, c, d, e	II.
4	Edmund Austin Hessing	John Henry Hessing	Ditto ditto	a, c, d, e	II.
5	Bertie Peter Thornton	John Thornton	Ditto ditto	a, c, d, e	II.
6	Alfred Charles Game	Joseph Game	Ditto ditto	a, e	
7	Leonard Mannas	George Mannas	Ditto ditto	a, c, e	
8	Stanley Gerald O'Hara	Richard Reginald O'Hara	St. Andrew's High School.	a, b, c, d, e	II.
9	Henry William W. Murray	John Murray	Ditto ditto	a, c, d, e	II.
10	Henry William G. L. Prudhomme.	Edmund N. Prudhomme	Ditto ditto	a, b, c, d, e	II.
11	Mervyn Forbes Smith	Albert Mervyn Smith	Ditto ditto	a, e, d, c	II.
12	Cuthbert Smith	Albert Mervyn Smith	Ditto ditto	a, c, d, e	II.
13	Broderick E. M. Newland	Frederick W. S. Newland	Ditto ditto	a, e	
14	William Harley Reed	Charles Yates Reed	Baldiwn High School.	a, b, c, e	II.
15	Arthur Keith Nash	James Travemor Nash	Ditto ditto	a, c, d, e	II.
16	Tame Taiping Legge	John Arthur Legge	Ditto ditto	a, b, d, e	II.
17	William Frederick P. Vigor	Ephrein P. Vigor	Ditto ditto	a, b, c, d, e	II.
19	John Macdonald Smiles	Oswald John Smiles	Ditto ditto	a, e	
20	Frederick W. D. Shallard	Frederick D. Shallard	Ditto ditto	a, c, d, e	II.
21A	Robert Clamp Rowland	Robert Rowland	Ditto ditto	a	
22	Arthur Richard Gardiner	Edwin Alfred Gardiner	Ditto ditto	a, d	
23	Joseph C. Aseervadam	Francis Joseph	St. Joseph's College	e	
24	Joseph Augustine	Ditto	Ditto ditto	e	
25	C. Vijia Ragavaloo	Cundaswamy Moodaliar	Ditto ditto	b, d, e	
26	Vellore Gurusawmy	Vellore Subharaya Moodaliar	Ditto ditto	d, e	
27	Arcot Somasundara Moodaliar	Arcot Periasawmy Moodaly	Ditto ditto	b	
30	Murray Francis	Murray Annaya	Ditto ditto	e	
32	Arcot S. Dorasawmy Pillay	Arcot Soosanada Pillay	Ditto ditto	d, e	
33	Henry Herbert Henderson	Henry Amos Henderson	Ditto ditto	a, b, d, e	II.

Register Number.	Name of the candidate.	Name of the candidate's father or guardian.	Address in full: If a pupil, the school from which he came up.	The subjects in which passed.	REMARKS: If fully passed, in what class.
34	Vincent A. Fernandez	Vincent John Fernandez	St. Joseph's College	a, b, c, d, e	II.
35	Alexander Jones	Robert Jones	Ditto ditto	a, b, d, e	II.
36	Archibald G. Warner	John Warner	Ditto ditto	a, d, e	
37	St. Clair Pereira	Edward Pereira	Ditto ditto	e	
38	James Michael Burke	James Thomas Burke	Ditto ditto	a, e	
39	William Patrick Lucas	John William P. Lucas	Ditto ditto	a, e	
40	William Rawson	William Rawson	Ditto ditto	a, b, c, d, e	II.
41	Thomas Edmund Lafrenais	Charles W. Lafrenais	Ditto ditto	a, e	
42	Joseph F. De'Rozario	Victor Philip De'Rozario	Ditto ditto	a, b, c, d	II.
43	Elleston John Warner	John Warner	Ditto ditto	a	
44	Edward Henry Kelly	William Henry Kelly	Ditto ditto	a, c, d, e	II.
45	C. Vijiaragavalu Moodali	C. Murugesa Moodali	Chaturveda Siddhanta Sabha School.	b	
47	Pondicherry Subbaraya Mudali	P. Sadasiva Moodaliar	Ditto ditto	b	
48	Vellore Nayamappan Chetti	Vellore Sanjeevaraya Chetti	Ditto ditto	b, e, k	
50	Cecil Hayes	William Hayes	St. Patrick's School	a	
51	William Robert Bennett	Robert Thomas Bennett	Ditto ditto	a, d, e, f	II.
54	Benjamen Cooper Abbs	Alfred Cooper Abbs	Bishop Cotton's College	a, b, c, d, e	II.
55	William Herbet Boalth	William Hope Boalth	Ditto ditto	a, c, d, e	II.
56	William King Bullmore	Frederick C. Bullmore	Ditto ditto	d	
57	Robert Frederick Carey	Henry Charles Carey	Ditto ditto	a, b, c, d, e	II.
58	Frederick William Good	Edwin Julius Good	Ditto ditto	a	
59	Arthur William Gibson	Andrew James Gibson	Ditto ditto	a, b, c, d, e	II.
60	Frederick Charles C. Kelly	James Kelly	Ditto ditto	d	
61	Henry Ernest Partridge	John James Partridge	Ditto ditto	a, b, c, d	II.
62	Rorbert Wallace Simpson	Richard Simpson	Ditto ditto	a, c, e	
63	Ernest Thipthorp	Charles Thipthorp	Ditto ditto	b, c, d	
64	Robert Thomas Thompson	......	Ditto ditto	a, d	
67	N. Narasimmulu	Narasimmayya	Wesleyan Mission Middle School.	a, b, e	
68	Manoah Nathaniel	Ebenezer Nathaniel	Ditto ditto	a, d	
71	Conjevaram Chokalingam Pillay	Conjeveram Palaniandi	Ditto ditto	a, b, d, e	II.
73	Daniel Sundaram	Daniel	Ditto ditto	a, d, e	
74	Cully Pillai L. Viraraghavalu	C. Lakshamanayya Naidu	Ditto ditto	a, b, d, e	II.
75	M. C. Govindarajulu Naidu	M. Chengahearaya Naidu	Ditto ditto	a, b, d, e	II.
76	Bangalore V. Sarangapani	B. Varatharaja Pillai	Ditto ditto	a, b, d, e	II.
78	Trichinopoly M. Ratnavelu	Trichinopoly Muthusawmi Pillai	Ditto ditto	e	
86	T. S. Athimulam	T. V. Sadayanda Pillai	A. N. M.'s High School	a, b, e	
88	V. M. Punya Colte	V. Mathuray Moodali	Ditto ditto	e	
89	C. R. Swaminathan	C. Rajoo Moodali	Ditto ditto	a	
90	M. Vencatuchellam	Masilamany Moodali	Ditto ditto	a	
91	V. K. Lokanathan	V. Kundasawmy Moodalli	Ditto ditto	e	
92	N. Vedanaruyanan	N. Rungaswami Pillai	Ditto ditto	a, b, d, e	II.
93	A. N. Chandra Sekaran	A. V. Narayanaswami Moodali	Ditto ditto	a, b, c, d	II.
94	T. Ramaswami	T. Cumaraswami Moodali	Ditto ditto	a, b, c, d	II.
95	S. C. Subba Ramiah	S. C. Vencatasiah	Ditto ditto	a, b	
101	C. Perumal	C. Parthasarathy Naidu	Ditto ditto	a, b, c, e, k	II.
102	K. Suria Narayana Rao Naidu	K. Krishna Rao Naidu	Ditto ditto	a, b, c, d, e	II.
105	M. Krishnamurthi	M. Rangappa	Ditto ditto	a, b, c, e	II.
106	B. Ramayyah	B. Vencata Ramayyah	Ditto ditto	e	
107	Archibald W. Land Rhenius	Arnold H. Rhenius	St. Mark's Grammar School.	a, c, d, e	II.
108	Herbert Lewis	Robert Lewis	Ditto ditto	a, c, d, e	II.
109	Arnold H. L. Rhenius	Arnold Harold Rhenius	Ditto ditto	a, c, d, e	II.
110	James Macnamara	James Macnamara	Ditto ditto	a, c, d, e	II.
111	Goorge R. Clerk	Lewis Samuel Clerk	Ditto ditto	a, d	
113	Caroline Lizzie Kalhoff	Christopher Julius Kalhoff	Ditto ditto	a, c, d, h	II.
114	Jemima Rebecca Brown	John Brown	St. John's Girls' School	a, c, d, f	II.
116	Edith Rowland	William Rowland	Ditto ditto	a	
117	Emma Susan Dalmege	Edwin Dalmege	Ditto ditto	a, d	
118	Gwendoline Violet Laffrey	John Isaac Laffrey	Ditto ditto	d, f	
119	Hilda O'Bryan	William O'Bryan	Wesleyan English Girls School, East Parade.	a, m	
120	Jessie Moore	John Moore	Ditto ditto	a, c, m	
121	Kathleen Moore	Ditto	Ditto ditto	a, c, d, m	II.
122	Jessie J. Violet Cameron	John Cameron	Bishop Cotton's College.	a, c, d, f	II.
123	Wilhelmina Victoria Murkin	Henry Murkin	Ditto ditto	a, c, d, f	II.
124	Cecilia Maud Morrell	Lionel Morris Morrell	Ditto ditto	a, c, d, f	II.
125	May Cecily Smith	Edwin Sydney Smith	Ditto ditto	a, c, d, f	II.
126	Florence Sydney Smith	Ditto	Ditto ditto	a, c, d, f	II.
127	Eleanor Blanche Barry	Andrew Barry	St. Andrew's Girls' High School.	a, c, d, f, m.	II.
128	Mabel L. P. Anderton	George Alfred Anderton	Ditto ditto	a, f, m	

Register number.	Name of the candidate.	Name of the candidate's father or guardian.	Address in full: If a pupil, the school from which he came up.	The subjects in which passed.	REMARKS: If fully passed, in what class.
129	Edith Clara Copcutt	George William Copcutt	St. Andrews' Girls' High School.	*a, c, d, f, m.*	II.
130	Cathleen Cecilia M. Game	John Game	Ditto ditto	*m.*	
131	Jessie Lawrence	John Lawrence	Ditto ditto	*a, m*	
132	Mellicent Litchfield	Richard Fraser Litchfield	Ditto ditto	*a, c, d, m*	II.
134	Ethel Palmer	Francis Arthur Palmer	Ditto ditto	*a, m*	
135	Hilda Palmer	Ditto	Ditto ditto	*a, f, m*	
136	Catherine Tobin	John Tobin	Ditto ditto	*a, c, d, f, m.*	II.
137	Maud Amelia M. Watts	John James Watts	Ditto ditto	*a, d, f, m*	II.
138	Emily Murison Chennel	John Alfred Chennel	Baldwin Girls' School	*a, c, d, f*	II.
139	Katherine D. Smith	Charles Smith	Ditto ditto	*a, c, d, f*	II.
140	Augusta Rose Eate	George William Eate	Ditto ditto	*c, f*	
141	Annette Clara Eate	Ditto	Ditto ditto	*a, d, f*	
142	Edith James	William James	Convent of the Good Shepherd.	*a, c, d, f*	II.
143	Ellen Elliot	Alfred Elliot	Ditto ditto	*a, d, f*	
144	Edith Wheldon	Claude Wheldon	Ditto ditto	*a, c, d, f*	II.
145	Blanche Pereira	Mark Pereira	Ditto ditto	*a, d, f*	
146	Minnie Wheldon	Claude Wheldon	Ditto ditto	*a, c, d, f*	II.
147	Irene Leonard	Thomas S. Leonard	Ditto ditto	*a, c, d, f*	II.
148	Maud Wright	Alfred Wright	Ditto ditto	*a, f*	
149	Florence MacFarlane	Robert MacFarlane	Ditto ditto	*a, c, d, f*	II.
152	Leah Moorehead	Robert Moorehead	Wesleyan Mission Girls' School, St. John's Hill.	*a, d, f*	
154	Vellore Vulaganatha Moodaliar	Vellore Candasamy Moodaliar	......	*e*	
156	Vellore Kothandapani Moodaliar	Vellore Narayanasamy Moodaliar.	......	*b*	
159	George Alfred G. White	George Nicholas White	......	*a, c, d, f*	II.
162	Calathur Sabapathy Moodaliar	Calathur Subbaraya Moodaliar	......	*a*	
163	Bangalore Rudramurthi Naidu	Bangalore Govindasamy Naidu	......	*d*	
164	M. G. Denadayal Singh	M. Ganesh Singh	......	*a*	
165	Trichinopoly C. Rajendram Pillai	Trichinopoly Chinnayya Pillai	......	*a, b, d, e, f*	II.
166	Bangalore Parasurama Moodaliar	Bangalore Kesava Moodaliar	......	*d*	

E. MARSDEN,
Chairman, Lower Secondary Examination Board.

BANGALORE,
11th August 1892.

NORTHERN INDIA SALT REVENUE DEPARTMENT.

NOTIFICATION.

Agra, the 15th October, 1892.

No. 4047-B.—Mr. H. A. Tregear, Officiating Assistant Commissioner, made over, and Mr. T. T. Robyns, Assistant Commissioner, received charge of the office of Assistant Commissioner, Lower Division, Internal Branch, on the 13th October, 1892, forenoon.

R. M. DANE,
Offg. Commr. of the N. I. Salt Revenue Dept

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 13th October, 1892.

No. 51.—Mr. T. G. Acres, Assistant Traffic Superintendent, class III, grade 2, of the Superior Revenue Establishment of State Railways, has been granted, by Her Majesty's Secretary of State for India, extraordinary leave, without pay, for one week, in extension of the leave, on medical certificate, published in Director-General of Railways' Notification No. 27 of the 6th June, 1892.

The 15th October, 1892.

No. 52.—Captain H. Bonham-Carter, R.E., Assistant Traffic Superintendent, class III, grade 1 of the Superior Revenue Establishment of State Railways, is appointed to officiate as District Traffic Superintendent, North Western Railway, in class II, during the absence on privilege leave of Mr. C. E. Vining, or until further orders.

R. A. SARGEAUNT, *Lieut.-Col., R.E.,*
Director-General.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.*,

Secy. under the Inventions and Designs Act, 1888.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 19th October, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 12th October, 1892 . .	6,96,147	
Value of Government silver in the Mint on the same date . .	10,11,272	
		17,07,419
ADD—		
Silver received by the Mint during the week on account of the Currency Department	65,88,830	
Ditto ditto Government	178	
		65,89,008
		82,96,427
DEDUCT—		
New coin paid to Reserve Treasury during the week .	...	
Petty items issued for miscellaneous purposes . . .	...	
		...
Balance on the evening of the 19th October, 1892 . .	...	82,96,427
The Balance comprises—		
Silver held on account of the Currency Department .	72,84,977	
Ditto ditto Government	10,11,450	
		82,96,427
There is in addition awaiting assay—		
Bullion belonging to Private Individuals . .	841	
Ditto ditto Government	...	
		841

A. W. BAIRD, *Lieut.-Col., R.E.*,

Master of the Mint.

CALCUTTA MINT,

The 21st October, 1892.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 18th October, 1892.

No. 9178.—Mr. J. P. Grice is appointed to be Postmaster, Srinagar.

The 21st October, 1892.

No. 9230.—The privilege leave granted to Mr. G. Prime, Deputy Post Master, Madras General Post Office, in Notification No. 7468, published in the *Gazette of India* dated the 3rd September, 1892, is hereby cancelled.

A. U. FANSHAWE,

Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 18th October, 1892.

Borrodaile, Schiller & Co.
Bell, Wm. A.
Baines, R.
Delecroix, J., & Co.
Dracott, F. H.
Graham, T.
Hall, C. A. R.
Hardcastle, C. F.
Indian Trading Co.
Johnson, John.
King, W., care of Mrs. Benson.
Lethbridge & Boyd, Ld.
Mason, L. H.
Rowland, H. F.
Schweiberger, T.
Sargeant, H.
Stubbs, J.
Thornhill, E.
Vardivel, Mons.
Walters, Freres.
Waringham & Co., Messrs.
William, A. L. S.

Letters marked "Care of Post Office."

Abbs, Cooper, Miss.
Abeasis, J., Mr.
Addis, A.
Addis, H. B.
Alexander, George.
Ancell, Fred.
Andrews, H. M.
Arden, Miss Ethel.
Atkinson, F. S.
Augustine, S. M.
Barten, J. G.
Blakie, T.
Brewer, Thos.
Broomfield, A., Esq.
Brown, Frank.
Cail, J. M.
Campbell, M.
Charlton, J. G.
Clark, Harry.
Coles, J. A., Esq.
Culbard, Mrs.
Davis, Miss L.
Davis, Lacy, Mrs.
Davies, Reginald.
Deavin, H. P.
DeSouza, A. S. R.
Desevaux, Charles.
Dowley, C. B.
Drummond, G.
Dwyer, Dr. M. O.
Ewan, Francis.
Fane, Mrs.
Findlay, J. C.
Finkler, M.
George, J., Esq.
Harraden, O., Esq.
Harrington, Rev.
Hlellde, Mrs.
Hough, E., Esq.
Humpage, Alf., Mr.
Isaacs, Elias H.
Johnston, Mrs.
Kindersley, A. E.
Kramer, Miss Bethy.
Lemaitic, A.
Leonardi, F.
Leonardi, O.
Leslie, W.
Macaulay, Capt. M.
Mackay, Hector.
McCoy, G. E.
Mittar, C. M., Mrs.
Moolla Moosajee.
Naser, Sam. E.
Newcombe, Alfred.
Parker, C.
Parsons, John.
Patterson, E. L.
Peatling, T. H.
Rabe, Mrs. O.
Revelliod, John, Esq.
Reynolds, R.
Roberts, R.
Romanoff, A. D.
Saxby, Frank.
Schmidt, H., Esq.
Salm, Mrs. M.
Smith, Ed. A., Esq.
Smith, E., Esq.
Sponce, Reginald, Esq.
St. Clair, C., Mrs.
Stack, Mr.
Staff, Ernest.
Stanier, Beville.
Strehlneen, Seamen E., Mr.
Summers, T., Mr.
Swarch, Sofia.
Swetenham, E., Col.
Tambkin, S.
Tomson, Lisa.
Vallance, W. F.
Van Locy, Madame.
Verner, Thomas.
Walker, Mrs. D.
Wallace, R. C.
Wallace, R. E.
Wallerstein, Major.
Walls, John.
Wyndham, Wm.

Registered Letters.

Gay, R., Esq.
Jones, F. H., Esq.
Lawler, M., Mrs.
Schoidhan, Dr. Franzis.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
Alkenson, B.
Allen, D.
Abolled, W. L.
Bowen, R.
Bagshawe, C.
Byramjee, D. Janday.
Boihan, F. R. F.
Bishop, L. L., Lt.-Col.
Barboza, A.
Basset, E.
Bulkley, Mrs.
Bergl, L.
Bull, F.
Cory, Miss.
Cave, W. G.
Coleman, W. F., Capt.
Charlie, M. C.
Courtenay, G. C.
Cozeneuve, L.
Collins, J. O.
Chelds, A., Miss.
D'Silva, J.
Dowinng, J. S., Capt.
Devare, Miss.
Eddis, A. S., Mrs.
Evan, A. W.
Edwards, F.
Ezra, E., Mrs.
Fildhouse, A., Mrs.
Faulker.
Genthe, S.
Goldenberg, I.
Gildre, G. C.
Hille, R.
Heine, F.
Hamilton, A. G.
Hodgson, C. G.
Horlogu, H.
Hopkinson, H.
Jaffries, W. F.
Jeatt, A.
Jackson, E. J.
Jeffris, T.
Kelly, E. H. D.
Koch, G.
Kirkap, I. P.
Large, P. T. S.
Linsdale, T.
Leslie, A. E., Lt.
McDonald, W. J.
Margesson, E. C.
Macgeorge, J. B.
Mayo, S.
Marienburk, J.
Moore, W. J.
McGhee, J. P.
Moss, E.
Mann, W.
Nazareth, L. J.
Nolan, A. H.
Nobob, J.
Owen, W. S.
Pestis and Pelekanous.
Popos, C. E.
Priece, J.
Pelkington, A. R., Capt.
Peterson, C. H. P.
Poton, J.
Peckett, G. A.
Pelto, S., Mrs.
Pereira, Miss.
Rinket, F.
Roy, H.
Rolland, C.
Rawbone, A. J.
Rufener, J.
Sharplin, A. C.
Stewart, C. H.
ShamanundoSharma
Stegmann, E. A., Mrs.
Stephenson, T.
Smith, J.
Stevens, W. T.
Shwartz, M.
Senclair, W. J.
Smith, E. A., Mrs.
Townsend, F. S.
Thomson, A. C.
Von Hugelmaun, H.
Vickers, W.
Wood, H., Col.
Williamson, A., Mrs
Wralter, Geo. T.
Wood, T. A.
Walker, N. A.

Unclaimed Letters held in the Barrackpore Post Office on the 17th October, 1892.

Baker, E. O. A.
Bochman.
Cabe, Mrs. M.
Chew, W. A.
Cohen, M.
Cosgrain, P. H. du
Foill, Mrs.
Gompertz, R. L.
Gray, T. [illegible]
Peterson, [illegible]

The 22nd October, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	26th Oct.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	25th „	Ditto.
Mauritius, Mahé (Seychelles), Mayotte, Nossi Be, and Réunion	26th „	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	31st „	Ditto.
Australia, New Zealand, and Tasmania.	31st „	Ditto.
Madras, Pondicherry, Ceylon, Batavia, Singapore, and China.	22nd „	Per French Steamer *Niemen.*
Straits, China, and Japan .	22nd „	Per Steamer *Chelydra.*
Rangoon and Moulmein .	25th „	Per Steamer *Africa.*
Rangoon, Moulmein, Penang, and Singapore.	28th „	Per Steamer *Pentakota.*
Akyab, Kyaukpyu, Sandoway, and Rangoon.	26th „	Per Steamer *Kola.*
Port Blair	25th „	Per Steamer *vid* Rangoon.
Ceylon and the Australasian Colonies.	24th „	Per Steamer *vid* Bombay.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully pre paid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

GEO. ED. WALKER,

Offg. Presidency Postmaster, Calcutta.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতায় বোটানিকেল গার্ডণের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিন্কোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২৷॰ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পৌণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পৌণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত হার ছাড়া চারি ঔন্স টিনের ।॰, আট ঔন্স টিনের ৷৷॰ ও এক পৌণ্ড টিনের ৸॰ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows:—

1 Pound tin,	R16,	or, post free,	R16-12.
½ „	R 8,	„	R 8-8.
¼ „	R 4,	„	R 4-8.

Analysis shows this Quinine to be of the purest manufacture; and it is guaranteed to be free from wilful mixture with the inferior alkaloids Cinchonine and Cinchonidine. It is for sale only to Government officers, and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিন্কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে, যথা—

১ এক পৌণ্ড টিন .	১৬৲ বা ডাকমাশুল বিনা	১৬৸॰
৷৷ আধ „ „	৮৲ বা ডাকমাশুল বিনা	৮৷৷॰
শিকি „ „	৪৲ বা ডাকমাশুল বিনা	৪৷৷॰

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিন্কোনাইন ও সিন্কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গ্যারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

Books required for the public service should be obtained through Local Governments.

The amounts within parenthesis are for packing and postage.

LEGISLATIVE DEPARTMENT.

[These books may be obtained from the Office of the Superintendent of Government Printing, No. 8, Hastings Street, Calcutta.]

(The volumes of General Acts for 1877-84, the Bombay Code and Vol. I of the Statutes relating to India are out of print.)

THE PRICES OF THE GENERAL ACTS, LOCAL CODES, STATUTES, MERCHANT SHIPPING DIGEST AND INDEX TO ENACTMENTS HAVE BEEN CONSIDERABLY REDUCED.

THE INDIAN STATUTE-BOOK.

REVISED EDITION.

Super royal 8vo., cloth, lettered.

A.—General Acts.

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Regulations and Suggestions as to the Survey of the Hull, Equipments, and Machinery of seagoing Steam-ships carrying passengers, and of Inland Steam-vessels. R1 (2a.)

Memorandum on the different methods of ascertaining the discharges of Rivers, Canals, etc. By C. W. ODLING, Esq., M.I.C.E. R1 per copy (1a.)

Regulations relating to the Examination of Engineers for Colonial Certificates of Competency under Act VII of 1884. R1 (1a.)

Ditto relating to the Examination of Engine-drivers under Act VII of 1884. 2a. (1a.)

Ditto relating to the Examination of Masters and Mates in the Mercantile Marine for Colonial Certificates of Competency. R1 (1a.)

Ditto relating to the Examination of Masters and Mates for local certificates in the Mercantile Marine, under Act I of 1859. R1 (1a.)

Ditto relating to the Examination of Masters, Engineers and Engine-drivers under the Inland Steam-vessels Act, 1884. 4a. (1a.)

Instructions as to the Survey of Passenger Accommodation on Inland Steam-vessels. 2a. (1a.)

Rules, Bye-Laws, Regulations, and Notifications relating to the Port of Chittagong. 4a. (1a.)

APPOINTMENT DEPARTMENT.

The Quarterly Civil List for Bengal, corrected up to 1st January, 1892. R3 (4a.)

REVENUE.

Papers relating to the Cultivation and Trade of Wheat. 8a. (2a.)

Land Registration Manual, 1889. R1-8 (4a.)

Wards' Manual, 1888. R2 (4a.)

Cess Manual, 1888. R1-8 (4a.)

Records' Manual, 1888. 12a. (1a. 6p.)

Revenue Officers' Manual, 1888. R1 (3a.)

Certificate Procedure Manual, 1888. 8a. (1a. 6p.)

Waste Lands Manual, 1888. 12a. (2a.)

Stamp Manual, 1890. R1-8 (4a.)

Land Acquisition Manual, 1890. R1 (3a.)

Excise Manual. 1891. R2-8 (6a.)

The Salt Manual, 1891. R1-8 (3a.)

Bengal Embankment Manual. R2. With Map. R3 (2a.)

Rules for the Guidance of Officers in the Administration of the Salt Department. R1-4 (3a.)

Rules under the Bengal Tenancy Act, in English. 2a. (½a.)

Bihar Peasant Life. *Illustrated.* By G. A. GRIERSON, Esq., B.C.S. R5 (8a.)

Memorandum on the Revenue History of Chittagong. By H. J. S. COTTON, C.S. R2-4 (4a.)

A Revenue History of the Sunderbuns. By F. E. PARGITER, C.S. R2-8 (3a.)

A Sketch of the Administration of the Hooghly District. By Mr. G. TOYNBEE. R1-8 (3a.)

The Fauna of British India, Part I. Mammalia. R7-8 (3a.)

Ditto	ditto	Fishes.	Volume I.	R15 (6a.)
Ditto	ditto	ditto.	Volume II.	R15 (6a.)
Ditto	ditto	Birds.	Volume I.	R15 (6a.)
Ditto	ditto	ditto.	Volume II.	R11-4 (4a.)
Ditto	ditto	Reptilia and Batracnia.		R13 (6a.)

The Fauna will be complete in 7 Volumes. The book will be sold as a complete work in 7 Volumes. Subscription in advance for the complete set must be paid before any volume is supplied.

Annual Report of the Department of Land Records and Agriculture, Bengal, for 1890-91. 8a. (2a.)

MISCELLANEOUS.

Way to Health, in Bengali. (1a.) per copy.

Ditto in Kaithi. (1a.) per copy.

☞ ***The List of Books available for sale at the Secretariat Press will in future be published once only in each month.***

Spare copies of the List will, however, be kept in stock ready for issue on receipt of applications for them.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 22, 1892.

☞ **Separate paging is given to this Part in order that it may be filed as a separate compilation.**

PART III.

Advertisements and Notices by Private Individuals and Corporations.

NOTICE.

Whereas I, Julian Henry Young, Captain, Bengal Staff Corps, have heretofore been in the habit of calling myself Julian Henry Young, and whereas I have for good and sufficient reasons discarded the name of "Henry," know all men that I shall hereafter and from the 20th day of September, 1892, call myself and continue to call myself Julian Young, only omitting the discarded name of "Henry."

JULIAN YOUNG, *Captain*,
Bengal Staff Corps.

PROMISSORY NOTES.

Destroyed by White-Ants.

The Government Promissory Note No. 9042, bearing Madras No. 3320, of the 5 per cent. of 1825-26, for Seeca R2,000, originally standing in the name of Armogatha Pillai, and last endorsed to Ramasami Pillai, his son, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

CHOKALINGA PILLAI,*

No. 5, Perumal Covil North Street,
Negapatam.

The 15th October, 1892.

* Grandson of Ramasami Pillai, 5th Defendant and Decree-holder in Original Suit No. 19 of 1889 on the file of the Sub-Court of Negapatam in the District of Tanjore.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 44.} SIMLA, SATURDAY, OCTOBER 29, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS

ESTABLISHMENTS.

Simla, the 25th October, 1892.

No. 517.—Mr. J. C. Veasey has been permitted to resign Her Majesty's Indian Civil Service, with effect from the 3rd September 1892.

The 27th October, 1892.

No. 524.—Mr. E. White has been permitted to resign Her Majesty's Indian Civil Service, with effect from the 23rd August 1892.

No. 529.—Lieutenant H. M. Halliday, Indian Staff Corps, is appointed to be an Assistant Commissioner of the 3rd grade in Assam.

EXAMINATIONS.

The 28th October, 1892.

No. 362.—With reference to Rules 3 and 7 of the Rules published in Home Department Notification No. 1817, dated 3rd July 1888, and to Rules 3 and 7 published in the Notification of the Government of Bengal, dated 29th April 1889,

it is hereby notified that the examination prescribed for filling up vacancies in the Clerical Establishments of the Secretariat Offices of the Government of India and attached Offices, and of the Offices subordinate to the Government of Bengal, will be held at Calcutta in the Senate House of the Calcutta University and at Allahabad and Lahore at the places to be appointed by the Governments of the North-Western Provinces and Oudh and the Punjab, respectively, in January 1893. The exact dates will be notified hereafter. The hours of examination will be from 10 A.M. to 1 P.M. and from 1-30 P.M. to 4-30 P.M. daily.

The probable number of vacancies in the Secretariat Clerical Service of the Government of India and attached Offices to be competed for is sixteen in the Lower Division. Of these, eight will be reserved for candidates domiciled in the North-Western Provinces and Oudh, the Punjab, the Central Provinces, Rajputana, Central India, and Baluchistan, provided that a sufficient number of such candidates, duly qualified, appear for the examination to be held at Allahabad and Lahore. The remaining eight vacancies will be offered for competition among the candidates examined at Calcutta, and such candidates, temporarily resident, but not domiciled in any of the Provinces enumerated above, as may be permitted to present themselves for examination at Allahabad and Lahore. There will be no examination for the Upper Division of the Government of India Secretariats and attached Offices.

The probable number of vacancies in the Offices subordinate to the Government of Bengal will be twenty-one in the Lower Division. These will be reserved for candidates examined at Calcutta. There will be no examination for clerkships in the Upper Division under the Government of Bengal.

Candidates should pay the prescribed fee (Rs. 10 for the Lower Division) into the nearest Treasury, and forward the Treasury receipt to the Secretary to the Board of Examiners, Calcutta. Candidates paying their fees in Calcutta should pay them into the Bank of Bengal.

Application for permission to appear at the examination, whether for appointments under the Government of India or for those under the Government of Bengal, should be made to the Secretary to the Board of Examiners, Calcutta, between the date of this Notification and the 15th December next (inclusive).

The attention of intending candidates is called to Rule 6 of the Home Department Notification of the 3rd July 1868 and to Rule 6 of the Notification of the Government of Bengal of the 29th April 1889 prescribing the particulars* and documents which should accompany the application for permission to appear at the examination.

* (1) Evidence that the candidate at the date of making his application is not less than 18 and not more than 24 years of age. The date of the candidate's birth must be stated.

(2) In case the candidate has been educated at a school in which students' good conduct registers are kept, the candidate's register for the last year of his attendance at school when a year has not elapsed since he left school. In other cases, a certificate that the candidate is of good moral character from the head of the institution in which he has last been educated, or from some respectable householder to whom he is well known in private life, and who is himself known to a District or Sub-divisional Magistrate or to the head of some Government office, this last fact being certified by the countersignature of the officer in question.

MEDICAL.

The 25th October, 1892.

No. 598.—Surgeon-Major G. Bomford, M.D., Bengal Establishment, Secretary to the Surgeon-General and Sanitary Commissioner with the Government of India, is granted three months' privilege leave, with effect from the 23rd November 1892 or such subsequent date as he may avail himself of it.

No. 599.—Surgeon-Captain J. T. W. Leslie, M.B., Bengal Establishment, Officiating Chemical Examiner and Professor of Chemistry, Medical College, Calcutta, is appointed to officiate as Secretary to the Surgeon-General and Sanitary Commissioner with the Government of India during the absence on privilege leave of Surgeon-Major G. Bomford, or until further orders.

No. 601.—Surgeon-Major G. S. A. Ranking, M.D., Bengal Establishment, Officiating Secretary to the Board of Examiners, Calcutta, is appointed to officiate as Chemical Examiner and Professor of Chemistry, Medical College, Calcutta, with effect from the date on which he may relieve Surgeon-Captain J. T. W. Leslie.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.

FORESTS.

Simla, the 28th October, 1892.

No. 1326-*F*.—Furlough for one year, under Article 340(*b*) of the Civil Service Regulations, is granted to Mr. A. E. Wild, Conservator of Forests, 3rd (officiating 2nd) Grade, Central Circle, North-Western Provinces and Oudh, with effect from the 23rd October 1892, or the subsequent date on which he may avail himself of it.

No. 1328-*F*.—With reference to the Notification of this Department, No. 532-F., dated the 6th May 1892, the appointment as Assistant Conservators of Forests 2nd Grade, of the officers mentioned therein took effect from the dates specified below instead of from those given in that Notification:

Mr. Leete,—21st December 1891.
„ Carr,—3rd January 1892
„ Tulloch,—21st December 1891.
„ Edie,—21st December 1891.
„ Hatt,—29th December 1891.
„ Trafford,—29th December 1891.
„ Long,—29th December 1891.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 22nd October, 1892.

No. 1762-*G*.—Lieutenant C. B. Baldock Indian Staff Corps, Wing Officer, Bhopal Battalion, is appointed to officiate as Adjutant, in addition to his other duties, with effect from the 28th September, 1892.

The 24th October, 1892.

No. 4022-*I*.—In exercise of the powers conferred by Sections 8 and 9 respectively of the Indian Christian Marriage Act, 1872, the Governor-General in Council is pleased—

(*a*) to appoint the Reverend James Goudie of the Wesleyan Mission to be a marriage registrar in respect of all places within the territories of Mysore, including the Civil and Military Station of Bangalore; and

(*b*) to license the said Reverend James Goudie to grant certificates of marriage between Native Christians within the said territories.

The 25th October, 1892.

No. 1771-*G*.—Lieutenant A. F. Bruce, Indian Staff Corps, Officiating Political Assistant of the 3rd Class and Assistant Commissioner in Thal-Chotiali and Assistant Political Agent in Loralai and the Railway District, is granted privilege leave for two months, with effect from the 7th November, 1892, or the subsequent date on which he may avail himself of the leave.

The 26th October, 1892.

No. 1783-*G*.—Major A. P. Thornton, Indian Staff Corps, on being relieved of his appointment as Officiating Resident of the 2nd Class and Resident at Jeypore, reverts to his substantive grade as a Political Agent of the 2nd Class, and is posted as Political Agent in Harowtee and Tonk, with effect from the date of assuming charge.

No. 1786-*G*.—The services of Lieutenant W. Hudson, Indian Staff Corps, are replaced at the disposal of the Military Department, with effect from the date on which he may be relieved of his duties as an Officiating Political Assistant of the 3rd Class and Assistant to the Resident and to the General-Superintendent of Operations for the Suppression of Thagi and Dakaiti at Hyderabad.

No. 1790-*G*.—Captain C. G. F. Fagan, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, is, on return from privilege leave, appointed to officiate as a Political Assistant of the 2nd Class, and is posted as Assistant to the Resident and to the General-Superintendent of Operations for the Suppression of Thagi and Dakaiti at Hyderabad, with effect from the date of assuming charge.

H. M. DURAND,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Simla, the 28th October, 1892.

No. 4419-*P*.—In modification of the Notification No. 4223-P. dated 14th October 1892, published in Part I of the *Gazette of India* of the 15th October 1892,—

Mr. E. C. O'Brien, Second Assistant Director-General of the Post Office of India, is granted privilege leave for three months, with effect from the 24th October 1892, or such subsequent date as he may avail himself of the leave:

Khan Bahadur C. J. Lalkaka is appointed to officiate as First Assistant Director-General of the Post Office of India during the absence on privilege leave of Mr. Groves, or until further orders:

Mr. E. A. Doran, Personal Assistant to the Director-General of the Post Office of India, is appointed to officiate as Second Assistant Director-General of the Post Office of India during the absence on privilege leave of Mr. O'Brien, or until further orders.

No. 4422-*P*.—The privilege leave for one month granted to Mr. J. Owens, Presidency Post Master, Bombay, in Notification No. 3674-P., dated 7th September 1892, is extended by twenty-four days.

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 28th October, 1892.

FIELD OPERATIONS.

BURMA.

No. 1015.—The Most Hon'ble the Viceroy and Governor-General in India in Council is pleased to direct the publication of the subjoined correspondence, including a letter from the Adjutant-General in India, submitting, under the orders of the Commander-in-Chief in India, reports received from the Commander-in-Chief, Madras Army, and the General Officer Commanding the Burma District describing the operations carried out in the Chin Hills and on the North-Eastern Frontier of Burma in 1891-92.

2. It is to be understood that the reports now published are not "despatches."

No. 3235-B, dated Simla, the 7th October 1892.

From—The Secretary to the Government of India, Military Department,

To—The Adjutant-General in India.

I am desired to acknowledge the receipt of your letter No. 5140-A,—"*Field Operations—Burma,*"—dated the 13th August 1892, submitting, for the consideration of the Government of India, letters received from the Commander-in-Chief, Madras Army, containing reports descriptive of the operations carried out in the Chin Hills and on the North-Eastern Frontier of Burma during the season of 1891-92.

2. In reply, I am to say, for the information of the Commander-in-Chief, that the Government of India concur in His Excellency's opinion as to the satisfactory manner in which the operations were carried out, and consider that great credit is due to the officers and troops who took part therein. The Government of India also cordially acknowledge the services rendered by the Nwengal Column in its forced and difficult march under the command of Captain Rose, 39th Bengal Infantry, from Botong to Lungleh; also by the detachment under Lieutenant Harrison, Royal Engineers, which gallantly defended the Sadon post against the repeated attacks of the Kachins.

No. 5140-A,—"*Field Operations—Burma,*"—dated 13th August 1892.

From—The Adjutant-General in India,

To—The Secretary to the Government of India, Military Department.

*No. 2331-W, dated 31st July 1892.
No. 2332-W, dated 31st July 1892.

I have the honor, by direction of the Commander-in-Chief, to submit, for the consideration of the Government of India, the accompanying letters,* with enclosures, from the Commander-in-Chief, Madras Army, containing reports descriptive of the operations carried out in the Chin Hills and on the North-Eastern Frontier of Burma during the season of 1891-92, to which sanction was accorded by Government in letter No. 3148-B, dated 31st October 1891, to the address of the Chief Commissioner of Burma.

2. Lord Roberts fully concurs with the Commander-in-Chief, Madras Army, in his estimate of the satisfactory results of the operations and in the commendations bestowed on Major-General R. C. Stewart, C.B., Commanding the Burma District, and on Major J. H. Sewell and Major H. B. Jeffreys, Assistant Adjutant-Generals of the Mandalay and Myingyan Districts, respectively, on whom fell much of the work in connection with the organisation of the several columns, and on the officers and troops who took part in the operations.

3. The operations were attended with but little open resistance on the part of the tribes, but the forced and timely march of the Nwengal Column under Captain H. Rose, 39th Bengal Infantry, from Botong to Lungleh in relief of Captain Shakespear, Superintendent, South Lushai Hills, and the gallant defence of the Sadôn post by a handful of men under Lieutenant T. Harrison, Royal Engineers, against repeated attacks by the Kachins are incidents that stand out prominently and deserve special mention.

4. His Excellency is of opinion that these reports should not be published as despatches, but treated as reports, as in the case of the reports on the operations of the season 1890-91, which were forwarded to Government under cover of this office No. 5073-A, dated 25th July 1891.

5. His Excellency's recommendations for rewards will be submitted for the consideration of Government separately.

No. 2331-W,—"*Field Operations—Burma,*"—dated 31st July 1892.

From—LIEUTENANT-GENERAL THE HON'BLE SIR J. C. DORMER, K.C.B., Commander-in-Chief, Madras Army,

To—The Adjutant-General in India.

No. 179-D, dated 6th June 1892.
No. 180-D, dated 7th June 1892.

I have the honor to forward herewith the two reports noted in the margin received from Major-General R. C. Stewart, C.B., Commanding the Burma District, together with the reports from officers who commanded columns (*a*) during the past season (1891-92) in the Chin Hills and on the North-Eastern Frontier of Burma.

2. I would express my concurrence with the opinion held by Major-General Stewart as to the excellent work done by the various columns and the soldierlike spirit displayed by all ranks of the troops engaged.

3. The gallant defence of Sadôn by the force under Lieutenant Harrison, Royal Engineers, and the plucky march of the small party under Lieutenant MacMunn, Royal Artillery, from Hpong to that post, I have already brought to the notice of the Commander-in-Chief in India; whilst the arduous march of the column under Captain Rose, 39th Bengal Infantry, from Botong to Lungleh to assist Captain Shakespear

(*a*) Not published.

has already been the subject of His Excellency's commendation.

4. The object aimed at by the several columns seems to have been most satisfactorily attained—a result due not only to the spirit, energy, and endurance of the troops employed, but also to the ability and forethought with which all was arranged and carried out by Major-General Stewart, whose valuable services I would again bring to His Excellency's notice.

5. I would also endorse the recommendations made by Major-General Stewart as to officers whose services he has specially brought to notice, and express my hope that these may meet with due recognition.

No. 179-D.—"*Field Operations—Burma*,"—dated Rangoon, the 6th June 1892.

From—MAJOR-GENERAL R.C. STEWART, C.B., Commanding the Burma District,

To—The Adjutant-General, Madras Army.

I have the honor to submit the reports (*a*) of the Officers Commanding the Columns which have been operating in the Chin Hills during the last season, together with a summary of the movements of each column prepared by the General Officer Commanding the Myingyan District.

2. The character of the operations, the reports of which are now submitted, differ from those of the season of 1890-91 in so much that, whilst in 1890-91 the various expeditions grew out of the aggressive attitude and treacherous conduct of the tribes, and were organized on the spur of the moment, the operations of the past season were the result of consultation between the civil and military departments, and were carefully planned and prepared.

3. The references which of necessity were made to the Commander-in-Chief and to the Government of India, and the arrival of the Cooly Corps from Darjiling at a later date than had been originally desired, caused some delay in the date on which the troops took the field, but that did not in any way prevent the work of the operations being carefuly completed. Indeed, I may say that more has been done, for, in addition to that plan of operations which was at first prepared, the Kanhaw Column has marched from Fort White to Manipur, and the Nwengal Column has penetrated from the Northern Chin Hills to the Lushai country, returning by Chittagong and Rangoon. I need not remark on the original operations of the Kanhaw and Nwengal Columns, for full information will be found in the reports which are enclosed (*a*) as well as in the summary of the General Officer Commanding the Myingyan District (*a*), and when the maps and reports of the Intelligence Officers who accompanied the columns are completed, it will, I trust, be found that much information of unknown tribes and countries has been obtained, and many blanks in the map accurately filled in; but I would wish to express my satisfaction with the officers who controlled and successfully carried out the march of the Kanhaw Column from Tiddin to Manipur, and that still more arduous march from Botong to Daokhoma, Lungleh, and through the Lushai country to Chittagong.

(*a*) Not published.

4. As regards the former operation, it is remarkable to remember that in the beginning of 1891 nothing was known of the country north of Fort White beyond the limit of the operations of Brigadier-General Faunce's column in 1889, and that now the country of the Tornlongs on the north-west, Haitsi and Lopa on the north-east; to Yazagyo in the Kubo Valley have been penetrated and the country mapped, while northwards a column has marched unopposed, *viâ* Tiddin, Tungzang, and Lenacot, into the valley of Manipur and to the town of Imphal.

5. The march of the Nwengal Column, under Captain H. Rose, 39th Bengal Infantry, from Botong to Daokhama and Lungleh is a still more remarkable feat. The position of Captain J. Shakespear, Superintendent, South Lushai Hills, at Vansanga (from the information received) seemed so precarious, and the call for assistance so urgent, that it was necessary to strain every effort to support him. This was only done by moving off the Kalemyo-Fort White line every available mule, and thus risking inopportune delay in the rationing of the posts in the Northern Chin Hills, and by the engagement of every available *coolie* to take their place; but no efforts of this sort would have availed if it had not been for the forethought and judgment of Captain Rose, whose experience of operations in the Chin Hills enabled him to appreciate the necessities of the movement, and but for the firmness and promptitude with which Mr. B. S. Carey, Political Officer, treated the tribes, and was thus able to supply a great portion of the necessary transport by the employment of Chin *coolies*.

I need refer no further here to the march of this column into the Lushai country. It is detailed in full in Captain Rose's report (*a*); but I wish to express my admiration of the determination displayed by all ranks in overcoming the difficulties, and of the fortitude with which they endured the hardships of the road—hardships which must have been of no mean order if it is right to judge by the appearance of the men of the column when they landed in Rangoon.

6. I must here make special mention of the Botong affair. When the Nwengal Column moved out to Nikwe towards Lushai, I left a post of 100 men of the 10th (Burma) Madras Infantry at the former place partly as a reserve to the column in case it required assistance, and partly to hold open the communications with Fort White and to prevent attacks on the rear of the column. This post was subsequently attacked, and when Captain G. B. Stevens, 4th Madras Infantry (Pioneers), moved out from Fort White to the assistance of Lieutenant J. Henegan, 10th Madras Infantry, he was attacked when endeavouring to cross the Nankathé river. Captain Stevens graphically describes the affair in his report (*a*), and brings to notice the gallantry of the pioneers,* who swam across the river and repaired the bridge, and I trust these men will meet with the reward they deserve.

* No. 2432, Private Mallary.
No. 2517, Private Munisamy.

(*a*) Not published.

The columns (as per margin) which have operated in the Southern Hills have been invariably successful, and the reports which are enclosed (*a*) show a record of hard work and successful arrangement in the face of considerable difficulties, which reflects the highest credit on the commanders. It is much to be regretted that the sickness in the Baungshè Column was so severe, and it would certainly have been better to have timed the departure of this column to a later date. It is remarkable that throughout these operations there has been no open resistance on the part of the tribes, and not a single instance has occurred of individuals being attacked on the road, which during former years was so common.

Baungshè Column.

Major R. H. Gunning, 4th King's Royal Rifle Corps, Commanding.
Captain R. M. Rainey, 12th (Burma) Madras Infantry, Staff Officer.
1 British officer, 2 guns,—No. 8 (Bengal) Mountain Battery.
2 British officers, 100 rifles,—4th King's Royal Rifle Corps.
2 British officers, 100 rifles,—12th (Burma) Madras Infantry.
1 British officer, 50 rifles,—4th Madras Infantry (Pioneers).
40 mounted infantry,—12th (Burma) Madras Infantry.

Tlantlang Column.

Major A. G. F. Browne, D.S.O., 39th Bengal Infantry, Commanding.
Lieutenant I. H. Grant, 39th Bengal Infantry, Staff Officer.
1 British officer, 2 guns,—No. 8 (Bengal) Mountain Battery.
2 British officers, 100 rifles,—4th King's Royal Rifle Corps.
2 British officers, 150 rifles,—39th Bengal Infantry.
1 British officer, 25 rifles,—4th Madras Infantry (Pioneers).

Tashon Column.

Major A. Howlett, 12th (Burma) Madras Infantry, Commanding.
Captain R. M. Rainey, 12th (Burma) Madras Infantry, Staff Officer.
1 British officer, 2 guns,—No. 8 (Bengal) Mountain Battery.
2 British officers, 100 rifles,—4th King's Royal Rifle Corps.
2 British officers, 150 rifles,—12th (Burma) Madras Infantry.
1 British officer, 50 rifles,—4th Madras Infantry (Pioneers).

Yawdwin Column.

Lieutenant MacC. R. E. Ray, 7th Bengal Infantry, Commanding.
1 Native officer, 71 rifles,—7th Bengal Infantry.
10 rifles, mounted infantry,—7th Bengal Infantry.

7. I wish to place on record the appreciation I have for the officers and men of the 4th Battalion, King's Royal Rifle Corps, who have served in the several expeditions in the Chin Hills during the past season. They have done most excellent work and displayed a keenness which was pleasant to see. I would wish specially to bring to notice Captain W. D. Stuart, Lieutenant C. L. E. Eustace, and Second-Lieutenant W. J. Long, who accompanied the column to Lushai.

The 12th (Burma) Madras Infantry has done excellent service wherever it has been employed.

It is with much pleasure that I again record the high opinion I hold of the 39th Bengal Infantry (Garhwal Rifle Regiment). Their conduct has been exemplary in quarters, and in the field it is the admiration of all officers who have served with them.

The 4th Madras Infantry (Pioneers) have earned a name for themselves of which they may well be proud. At the work of pioneers they are excellent, and in willingness, powers of marching, and general endurance cannot be beaten; they have always shown a fine spirit in the field, and are a brilliant example of what a regiment can be made by its officers.

(*a*) Not published.

8. I wish to bring to notice of the Commander-in-Chief for special reward the services of Captain G. B. Stevens, 4th Madras Infantry, and Captain H. Rose, 39th Bengal Infantry.

The former has served for two seasons in the Chin Hills. He is of untiring energy: on this occasion he has superintended the whole of the pioneer work in the Northern Hills; he has commanded the Kanhaw Column with success, as well as the column which marched to Imphal; he commanded in the Botong affair, and led the attack on the village of Haili. To himself, I consider, is mainly due the excellent spirit in the 4th Madras Infantry (Pioneers).

Captain Rose has done excellent service on all occasions in the Chin Hills. He officiated as political officer at Fort White last year, and by tact and judgment kept the tribes in the vicinity in due subjection; he has commanded the Nwengal Column and that which marched from Fort White to Lushai, and by his excellent arrangements carried this force through a crisis which without due forethought might have had disastrous results.

I also beg to bring to notice the particularly good services rendered by the Native officers as per margin. Subadar-Major Bhupal Thápa has done excellent service with the Nwengal Column, and from his former experience in the Lushai campaign of 1871 was of the greatest help to Captain Rose.

Subadar-Major Bhupal Thápa, *Bahadur*, 39th Bengal Infantry.
Subadar Abdur Rahim, 4th Madras Infantry.
Jemadar Abdullah Khan, 4th Madras Infantry.

Subadar Abdur Rahim, 4th Madras Infantry, has done excellent work under Captain Stevens. He has unfailing energy and resource. In the Botong affair he superintended the building of the raft by which the garrison was brought in safety across the Manipur river, and he has displayed an admirable coolness under fire at a critical moment.

Jemadar Abdullah Khan was in sole command of the detachment of the 4th Madras Infantry which accompanied the Nwengal Column to Lushai. This party under this Jemadar, the first on the move, and the last into camp each day, did pioneer's work for the column on the march from Botong to Vansanga and Lungleh, which has been described to me as admirable, and this officer's conduct in particular as splendid. His control over his men and his energy stamps him as an officer of merit. I recommended these officers for special recognition.

The officers who commanded the columns as per margin have all shown ability and energy, and I trust their services may be acknowledged.

Baungshè Column.

Major R. H. Gunning, 4th King's Royal Rifle Corps, Commanding.

Tlantlang Column.

Major A. G. F. Browne, D.S.O., 39th Bengal Infantry, Commanding.

Tashon Column.

Major A. Howlett, 12th (Burma) Madras Infantry, Commanding.

Lieutenant W. R. Festing, Royal Irish Fusiliers, has again commanded the Darjiling Cooly Corps, and again

Kanhaw Column.

Surgeon-Captain C. L. Williams, M.D., Indian Medical Service (Madras).
Surgeon-Captain E. O. Wight, Army Medical Staff.
Surgeon-Captain I. P. Doyle, D.S.O., Indian Medical Service (Madras).

Nwengal Column.

Surgeon-Captain G. M. Dobson, M.B., Army Medical Staff.
Surgeon-Captain W. D. Sutherland, Indian Medical Service (Madras).

Baungshè Column.

Surgeon-Captain A. G. E. Newland, Indian Medical Service (Madras).
Surgeon-Captain S. C. Philson, Army Medical Staff.

Tlantlang Column.

Same as Baungshè Column.

Tashon Column.

Same as Baungshè Column.

Darjiling Cooly Corps.

Surgeon-Captain H. E. Banatvala, Indian Medical Service (Bengal).
Surgeon-Captain D. G. Marshall, Indian Medical Department (Bengal).

Base Hospital, Kalewa.

Surgeon-Captain C. A. Johnston, Indian Medical Service (Madras).

evinced judgment and discretion in dealing with these people.

Lieutenant J. K. Watson, 4th King's Royal Rifle Corps, who took up the duties of Transport Officer with the *coolies* in the Southern Hills after the death of Captain J. St. J. Knowles, Royal Irish Regiment, has managed the corps with judgment and energy, and I trust his services may also be acknowledged.

The medical officers who have served with the columns and at the rest-hospitals are reported as having performed their duties with ability and energy. I would specially bring to notice the services of Surgeon-Captain C. L. Williams, M.D., Indian Medical Service (Madras), who has served on the Northern Hills during two seasons, who served with the Kanhaw Column on its march to Imphal, and whose acquaintance with the tribes has been of material service to them, and Surgeon-Captains Dobson and Doyle, who accompanied the Nwengal Column to Lushai.

The Transport Officers who have been in charge of the Government mules on the lines of communications (Captain G. Rippon, 29th Madras Infantry, in the north; Captain G. P. Stewart, Royal Inniskilling Fusiliers, in the south) have performed arduous duties with skill and energy, and are worthy of commendation. Captain Rippon accompanied the Lushai Column from Fort White to Chittagong, and to his care and energy it is due that the loss in mules was not greater.

9. Though somewhat outside the province of a report of military operations, this report would be incomplete if I did not acknowledge how much of the success of those in the north is due to Mr. B. S. Carey, Political Officer, Northern Chin Hills. By his firmness and judgment in his treatment of the tribes he has them all in due subjection, and he has taught them the advantages of submission to our control, and by his tact, consideration, and cordial co-operation with the military he has gained the confidence and esteem of every officer with whom he has served, and their acknowledgment of the great value of his services.

The work of the officers attached to the Intelligence Branch will be hereafter treated of; but I beg specially to bring to notice the services of Major M. C. B. F. Walker, King's Royal Rifle Corps, who accompanied the column from Botong to Lushai. It is reported to me that he has done a large amount of most satisfactory work in the face of extreme difficulty, and I am glad to be able to express my appreciation of the zeal which prompted him to volunteer for so arduous an undertaking.

No. 180-D, dated Rangoon, the 7th June 1892.

From—MAJOR-GENERAL R. C. STEWART, C.B., Commanding the Burma District,

To—The Adjutant-General, Madras Army.

Maingkhwan Column. | North-Eastern Column.
Irrawaddy Column. | Eastern Column.

I have the honor to submit the reports (*a*) of the Officers Commanding the columns as per margin, which have been operating during the season of 1891-92 on the North-Eastern Frontier of Burma, together with the report of Brigadier-General M. W. E. Gosset, C.B., Commanding the Mandalay District, from which district the troops for these operations were drawn.

2. These operations originated in proposals which were submitted by the Commissioner of the Northern Division to the Chief Commissioner urging the desirability of exploring those tracts to the north, north-east, and north-west of Bhamo, of which little was known, and of bringing under British influence those tribes within our undoubted border which had not yet acknowledged our supremacy.

3. The general scheme of operations which was for the most part adopted will be found in my letter to the Quartermaster-General, Madras Army, No 755-F, dated 18th August 1891, the only alterations being that subsequent to the submission of that letter another column was added to those detailed, and called the Irrawaddy Column

4. For ready reference I will deal with the work of the several columns in the order in which they stand in my letter to the Quartermaster-General, Madras Army, of the 18th August 1891, No. 755-F, and in Burma District Order No. 1, dated the 12th September 1891, in which full instructions for the formation of the columns were issued.

Major the Hon'ble A. E. Dalzell, 2nd Oxfordshire Light Infantry, Commanding.
Staff Officer,—Lieutenant W. MacL. Campbell, Royal Highlanders.

Troops.

1 British officer, 2 guns,—No. 6 (Bombay) Mountain Battery.
2 British officers 50 rifles,—2nd Devonshire Regiment.
2 British officers, 100 rifles,—33rd (Burma) Madras Infantry.

5. *Maingkhwan Column.*—This column, strength as per margin, rendezvoused at Mogaung on the 10th December, the object to be attained being to explore the Amber Mines, to march to Maingkhwan, and then to explore the hitherto almost unknown Hukong Valley, returning to Mogaung *viâ* the Jade Mines. Major the Hon'ble A. E. Dalzell in his final report (*a*) gives a graphic summary of the people and the country which his column visited, but scarcely enters into the operations of the columns so much as might be wished. It would seem that the operations might have been conducted with greater leisure; and as the country visited by the column is reported to be extremely fertile and well watered, and with a numerous population well affected towards us,

(*a*) Not published.

it may be desirable to again visit the Hukong Valley at an early period.

6. *Irrawaddy Column.*—This column, strength as per margin, left Senbo on the 17th December 1891. Originally destined to work the country westwards from the confluence of the Irrawaddy, its objective was subsequently changed to Sadôn, on which place the column marched from Waingmaw, reaching it with slight opposition on the 26th December. Leaving a party of 200 rifles of the 33rd Madras Infantry under Lieutenant A. R. Denne, 2nd Madras Infantry, to construct a stockade, Major Yule with the rest of the column visited the country to the north-east of Sadôn, including Nawchôn and the country of the Marus as far as Kumpi, returning to Sadôn by a new route. Meanwhile the building of the post was pushed on, and on the 6th February Major Yule again left for Sadankong to the north of the 'Nmaikha, leaving Lieutenant T. Harrison, Royal Engineers, with 160 rifles, in command.

Major J. H. Yule, 2nd Devonshire Regiment, Commanding.
Lieutenant H. C. Holman, 2nd Devonshire Regiment, Staff Officer.

Troops.

1 British officer, 2 guns,—No. 6 (Bombay) Mountain Battery.
2 British officers, 100 rifles,—2nd Devonshire Regiment.
1 British officer, 50 rifles,—23rd Madras Infantry.
2 British officers, 200 rifles,—33rd (Burma) Madras Infantry.

7. The subsequent attack on Sadôn by the Kachins and the defence by the garrison under Lieutenant Harrison have already formed the subject of a report to your address. I therefore need here only refer to Major Yule's operations on Sadankong, which were carried on in a manner reflecting credit on Major Yule and the troops under his command, the passage of the 'Nmaikha, a deep and rapid river, being safely crossed by means of rafts constructed by the Gurkhas of the Mogaung Levy, who formed part of his column. Major Yule herein displayed a commendable foresight in the disposition of his force; for, leaving behind him at Sadôn the Sappers, the Punjabi soldiers of the 33rd Madras Infantry, and 50 of the 23rd Madras Infantry, he took with him the Mogaung Levy, which was formed of Gurkhas, who were more fitted for jungle-fighting, and whose experience in the construction of rafts was of untold advantage in the passage of the river 'Nmaikha.

8. The subsequent operations of the Irrawaddy column comprised visits to Tungor and Sagang, at the former of which places the whereabouts of the rebel Po Saw was ascertained and his camp attacked, and at the latter the Sawbwa of Kwitu was arrested. After working round the group of Loi Lem and Loi Ngu, the column returned to Sadôn on the 25th March, from which date up to its return to the river it was employed in preparing the road and in forwarding rations to the post at Sadôn, which it was arranged should be held by two guns of No. 6 (Bombay) Mountain Battery and 250 rifles of the Mogaung Levy. Major Yule reports that the objects of his expedition have been fully obtained. Brigadier-General Gosset acknowledges the record of good work done by the column, and it is a great pleasure to myself to bring to notice that the energy, forethought, and power of arrangement displayed by Major Yule has confirmed the high character I had of him after his services in the Momeik District during February of season 1890-91. Major Yule brings to notice the services of Lieutenant A. R. Denne, 2nd Madras Infantry, and Lieutenant H. C. Holman, Devonshire Regiment, and Surgeon-Captain J. S. Green, Medical Staff, for excellent service throughout the operations.

The list of killed and wounded in the Irrawaddy Column, inclusive of those at Sadôn, is as per margin.

The column was finally broken up on the 18th April 1892, and the troops returned to quarters.

Killed.

No. 1918, Private Mursingloo, 23rd Madras Infantry.
No. 1683, Lance-Naik Anthony, 23rd Madras Infantry.
No. 1660, Private Ranjoge, 23rd Madras Infantry.
No. 783, Private Nasirdin, 33rd Madras Infantry.
No. 215, Lance-Naik Fazldin, 33rd Madras Infantry.
Follower,—Kahar Muloo.

Wounded.

Lieutenant G. F. MacMunn, Royal Artillery, slightly.
Gunner Ram Churn Bat, No. 6 (Bombay) Mountain Battery.
No. 18139, Sergeant F. C. Tonge, Burma Sappers, slightly.
No. 1776, Private J. Hoyles, 2nd Devonshire, slightly.
No. 1677, Private F. Easeny, 2nd Devonshire, slightly.
No. 2635, Private W. Clarke, 2nd Devonshire, slightly.
No.——, Private J. Pyne, 2nd Devonshire, slightly.
No.——, Private H. Hunt, 2nd Devonshire, slightly.
No. 2098, Private J. Dark, 2nd Devonshire, slightly.
No. 1837, Private S. Smith, 2nd Devonshire, slightly.
No. 1189, Private Verapillay, 23rd Madras Infantry, severely.
No. 1692, Private Amirdin, 23rd Madras Infantry, dangerously.
No. 1955, Private Dalliah, 23rd Madras Infantry, severely.
No. 1908, Private Mursingloo, 23rd Madras Infantry, dangerously.
No. 1850, Private Abdul Azim, 23rd Madras Infantry, slightly.
No. 34, Havildar Jiwan Singh, 33rd Madras Infantry, slightly.
No. 182, Private Utham Singh, 33rd Madras Infantry, slightly.
No. 764, Private Husain Baksh, 33rd Madras Infantry, slightly.
No. 647, Private Dela Khan, 33rd Madras Infantry, severely.
No. 657, Private Ibrahim Khan, 33rd Madras Infantry, slightly.
No. 753, Private Narayan Singh, 33rd Madras Infantry, slightly.
No. 94, Naik Samua Ulla Khan, 33rd Madras Infantry, severely.
No. 70, Sapper Maung Kyin, Burma Sappers and Miners, severely.
No. 133, Sapper Maung Po Lo, Burma Sappers and Miners, slightly.
No. 229, Sapper Maung Po Kin, Burma Sappers and Miners, severely.
No. 120, Sapper Shan Gullay, Burma Sappers and Miners, slightly.
No. 85, Sapper Ko Ngo, Burma Sappers and Miners, slightly.
Jemadar Jangbir Chhatri, Mogaung Levy.
Havildar Mahabir Ghallay, Mogaung Levy.
No. 227, Naik Tharanidi Jaisi, Mogaung Levy.
No. 1108, Sepoy Nandalal Jaisi, Mogaung Levy.

9. *North-Eastern Column.*—This column, composed of the troops as per margin, commanded by Captain T. A. H. Davies, Devonshire Regiment, left Bhamo on the 15th December, the object being to work northwards from Bhamo along the hills bordering on the Chinese

Captain T. A. H. Davies, 2nd Devonshire Regiment, Commanding.

Lieutenant A. M. Anderson, 19th Madras Infantry, Staff Officer.

Troops.

1 British officer, 2 guns,—No. 6 (Bombay) Mountain Battery.

2 British officers, 75 rifles,—2nd Devonshire Regiment.

1 British officer, 50 rifles,—mounted infantry, 2nd Devonshire Regiment.

1 British officer, 50 rifles,—23rd Madras Infantry.

1 British officer, 75 rifles,—33rd (Burma) Madras Infantry.

frontier, to visit the tribes which had not hitherto come under our subjection, and as far as possible to determine what was the original boundary between China and Burma. A glance at the map which accompanies Captain Davies' report (*a*) will show that the country through which the column passed has been thoroughly visited. The column met with no opposition on the march up the frontier, but at Kazu received the news of the attack on Sadôn, and Captain Davies, proceeding at once by forced marches, relieved that place on the 20th February. Subsequently the column turned south and visited the country between Watang and south to Pasao, and having completed this work struck the Irrawaddy at Talawgyi on the 31st March, and returned to Bhamo early in April. The casualties in the column during the fighting round Sadôn were as per margin. Captain Davies brings to notice the services of Captain G. H. H. Couchman, D.S.O., 2nd Somersetshire Light Infantry, of the Intelligence Branch, and of Lieutenant A. M. Anderson, 19th Madras Infantry, his staff officer, and I consider Captain Davies has conducted the operations of the column entrusted to his command with skill and discretion.

Wounded.

No. 485, Corporal J. Ford, 2nd Devonshire, severely.

No. 1692, Private J. Cudmore, 2nd Devonshire, slightly.

No. 2043, Private F. Hilliard, 2nd Devonshire, slightly.

No. 620, Sepoy Hazara Singh, 33rd Madras Infantry, severely.

Two Panthé drivers severely wounded.

10. *Eastern Column.*—This column, strength as per margin, has obtained satisfactorily the object with which it was entrusted, which was to operate in the country south of the Taping and in the Namkan Valley. It met with no opposition, but much valuable information regarding the Chinese frontier, the trade routes, &c., has been obtained. Captain Preston brings to notice the services of Lieutenant M. R. Hurly, 33rd Madras Infantry, his staff officer; Lieutenants G. M. Morris, 2nd Madras Infantry, Intelligence Officer; and R. C. Pierce, 2nd Royal Inniskilling Fusiliers, Transport Officer.

Captain J. E. Preston, 33rd (Burma) Madras Infantry, Commanding.

Lieutenant M. R. Hurly, 33rd (Burma) Madras Infantry, Staff Officer.

Troops.

1 British officer, 50 rifles,—2nd Devonshire Regiment.

1 British officer, 50 rifles,—33rd (Burma) Madras Infantry.

1 British officer, 30 rifles,—mounted infantry, 33rd (Burma) Madras Infantry.

11. It will be acknowledged, I feel sure, that the arrangements for the supply of ammunition, rations, &c., for columns destined to operate in a district practically unknown was a task of no mean order, and when the columns had once been organized, and the numerous movements completed to concentrate the troops on Bhamo, this task fell on Colonel J. H. Prendergast, commanding at that station, and I cannot speak too highly of the forethought and judgment with which these arrangements were made. The points at which supply depôts were to be established having been once settled, the arrangements, despite many and great difficulties, were completed in a manner which reflects the greatest credit on Colonel Prendergast. In making these arrangements Colonel Prendergast was ably seconded by Captain F. M. Barwick, Marine Transport Officer at Mandalay, and by Messrs. G. A. Lye and A. W. MacArthur, first grade officers, Royal Indian Marine, and J. M. Puttock, Local Marine Department, who were stationed at convenient points on the Upper Irrawaddy for the purpose of pushing on stores. This in itself was a matter requiring the greatest energy and skill, for the navigation of the river between Senbu and Myitkyina had not been before accomplished by steamers at low water. This was ably managed by Mr. Lye, who took charge of the section between Senbo and Myitkyina, and who, with the assistance of Lieutenant G. Lubbock, Royal Engineers, arranged for the removal by dynamite of obstacles in the river, and was thus able to organise a regular service of steamers which plied between Bhamo and Myitkyina.

Arrangements for supply.

12. The river transport service having been arranged, the task of pushing forward the necessary supplies for so large a force fell on Lieutenant J. F. Barry, Executive Commissariat Officer at Bhamo. I had opportunity of personally satisfying myself of this officer's very complete arrangements, and I consider that they were carried out in a manner which stamps Lieutenant Barry as a Commissariat officer of much promise.

Commissariat Department.

13. All the officers commanding the columns have acted with energy and spirit, and I particularly wish to bring to notice the services of Captain Davies and Major Yule. The former officer, though a comparatively young officer, has commanded his column with judgment, and I consider his services worthy of notice. The latter officer has shown a marked ability for command, and I trust his services may receive special recognition. I have every reason to be most satisfied with the energy and ability displayed by all the medical officers attached to columns and at the base and rest-hospitals.

Officers brought to notice.

Lastly, I beg to acknowledge the cordial support and assistance I have received from Brigadier-General M. W. E. Gosset, C.B., who joined the Mandalay command before the troops took the field, and who accompanied me to Sadôn in February 1892.

14. I must not omit to mention that when the establishment of a post at Sadôn became apparent, the problem of keeping open the communication with the Irrawaddy during the rains was a source of much anxiety. This was ultimately solved by the construction of a suspension bridge over the Namli river, which was successfully accomplished in the face of many difficulties and not without considerable loss of health to both First-grade Officer G. A. Lye, Indian Marine, and Lieutenant Lubbock, Royal Engineers. To carry out this work every article used in the construction had to be brought from Mandalay and transported from the Irrawaddy at Waingmaw to the Namli on elephants, and there placed in position. I consider it is a work which reflects the greatest credit on these officers

Namli bridge.

(*a*) Not published.

and deserving of special consideration. The bridge is now completed, and is in good working order.

As this letter closes my report of the operations in Burma, I beg to bring to notice the excellent service rendered me by Lieutenant-Colonel H. H. Harvey-Kelly, Principal Commissariat Officer of the Columns, and to tender to that officer my most cordial thanks. Both in the supply and transport arrangements he has been of invaluable assistance to me, and has carried out difficult duties with tact and discretion.

No. 2332-W,—"*Field Operations—Burma*,"—dated Ootacamund, 31st July 1892.

From—LIEUTENANT-GENERAL THE HON'BLE SIR J. C. DORMER, K.C.B., Commander-in-Chief, Madras Army,

To—The Adjutant-General in India.

In continuation of my No. 2331-W of the 31st July 1892, I have honor to forward herewith letter No. 644-E of the 15th July 1892 from the General Officer Commanding the Burma District, bringing to notice the excellent services rendered by Major J. H. Sewell, 2nd Norfolk Regiment, Assistant Adjutant-General, Mandalay District, and Major H. B. Jeffreys, Royal Artillery, Assistant Adjutant-General, Myingyan District, in organizing the several columns within the districts of which they have been during the late operations in Burma the chief staff officers.

No. 644-E,—"*Honours and Rewards*,"—dated Rangoon, 15th July 1892.

From—MAJOR-GENERAL R. C. STEWART, C.B., Commanding the Burma District,

To—The Adjutant-General, Madras Army.

In continuation of my No. 180-D, dated 6th June 1892, I have honor to add that I inadvertently omitted to mention the names of Major J. H. Sewell, 2nd Norfolk Regiment, Assistant Adjutant-General, Mandalay District, and Major H. B. Jeffreys, Royal Artillery, Assistant Adjutant-General, Myingyan District, who have done excellent service in organising the several columns within the districts of which they are the chief staff officers.

2. Major Sewell has for the last two seasons performed the duties of Assistant Adjutant-General with marked ability, and had the arranging of the Wuntho expedition as well as those on the Eastern Frontier during 1890-91, and the whole of the columns on the North-Eastern Frontier during 1891-92, which he has carried out to my entire satisfaction.

3. Major Jeffreys joined the Myingyan District just as the columns were taking the field in 1891-92, and displayed all the qualifications necessary for a staff officer of so important a district at a critical period.

4. I think the services of these officers are entitled to acknowledgment and recognition.

APPOINTMENTS.

STAFF CORPS.

No. 1016.—The undermentioned officers are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenant Hugh Maclean Halliday, Yorkshire Light Infantry, Wing Officer, 18th Bengal Infantry,—1st April 1891.

Second-Lieutenant Frederick James Moberly, Oxfordshire Light Infantry, officiating Wing Officer, 37th Bengal Infantry,—4th October 1891.

Second-Lieutenant Moberly will rank as Lieutenant in the Indian Staff Corps from the 4th October 1891, subject to Her Majesty's approval.

No. 1017.—The undermentioned officers, having completed eighteen months' probationary service, are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenant Alexander Moore, Connaught Rangers, Wing Officer, 6th Regiment of Madras Infantry,—4th April 1891.

Second-Lieutenant Arthur Vickers Alexander, Royal Irish Regiment, Wing Officer, 14th Regiment of Madras Infantry,—5th April 1891.

Second-Lieutenant Alexander will rank as Lieutenant in the Indian Staff Corps from the 5th April 1891, subject to Her Majesty's approval.

No. 1018.—Second-Lieutenant Herbert Brand, Highland Light Infantry, officiating Wing Officer, 5th Regiment of Bombay (Light) Infantry, having completed eighteen months' probationary service, is admitted to the Indian Staff Corps from the 29th March 1891, subject to confirmation by the Secretary of State for India.

Second-Lieutenant Brand will rank as Lieutenant in the Indian Staff Corps from the above date, subject to Her Majesty's approval.

No. 1019.—The undermentioned Second-Lieutenants appointed to the unattached list of the British Army, who have been nominated by the Secretary of State for India for service in the Indian Staff Corps, are posted as follows, with effect from the dates of their arrival in India:

Bengal.

J. H. K. Stewart.
R. M. Hall.
J. D. Cadell.
B. M. L. Brodhurst.
S. K. B. Rice.
E. E. Barwell.
E. C. Corbyn.
P. H. Dundas.
J. S. Corlett.

Madras.

B. H. B. Magrath.
J. E. Hughes.
C. I. F. O. Johnes.
R. L. Ricketts.
C. R. Harbord.
E. G. W. Pratt.

Bombay.

G. M. G. Parker.
W. B. T. Abbey.
R. Dudgeon.
G. A. R. Watts.
W. FitzA. Stewart.

NATIVE ARMY.

No. 1020.—*25th Bengal Infantry*—

With reference to G. G. O. No. 912 of 1891, the appointment of Sultan Muhammad as a Jemadar, on probation, is cancelled.

FURLOUGH AND LEAVE.

No. 1021.—The undermentioned officers are granted furlough out of India:

Major H. St. P. Maxwell, C.S.I., Indian Staff Corps, Deputy Commissioner, 1st grade, Assam, Political Agent and Superintendent, Manipur State, (p. a.) for one year and three months, under rule IX of the regulations of 1868.

Lieutenant A. W. S. Wingate, Indian Staff Corps, Squadron Officer and Adjutant, 14th Bengal Lancers, (p. a.) for one year and six months, under rule I of the regulations of 1875.

Conductor T. O. Drake, Ordnance Department, office of the Director-General of Ordnance in India, (m. c.) for one year, under rule VI of the regulations of 1875.

No. 1022.—Colonel H. F. Grant, C.B., British Service, Assistant Adjutant-General, is granted leave out of India, (p. a.) for 140 days, under article 689, Army Regulations, India, vol. I, part I.

No. 1023.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty:

Lieutenant-Colonel W. J. A. Birch, Indian Staff Corps, Commandant, 5th Bengal Infantry, for one year. Pension service—27th year commenced 1st December 1891.

Captain E. J. Medley, Indian Staff Corps, Squadron Commander, 17th Bengal Cavalry, for one year. Pension service—15th year commenced 11th May 1892.

Lieutenant H. A. Moore, Indian Staff Corps, Wing Officer and Quartermaster, 45th Bengal Infantry, for one year. Pension service—7th year commenced 25th August 1892.

No. 1024.—The undermentioned officer is granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:

Captain G. R. Brown, Indian Staff Corps, Wing Officer, 1st Battalion, 4th Gurkha Rifles, for one year. Pension service—14th year commenced 22nd January 1892.

No. 1025.—The undermentioned warrant officer is granted leave to proceed out of India on private affairs under article 920-F, Army Regulations, India, vol. I, part I, the specified period to count from the date of being struck off duty:

Second grade Assistant Apothecary G. S. Collett for one year.

No. 1026.—Colonel W. A. J. Wallace, C.I.E., Royal Engineers, has been granted by the Secretary of State for India leave out of India, (p. a.) from the 11th October to the 19th December 1892, under the leave rules for the Staff Corps. Pension service—32nd year commenced 14th July 1892.

No. 1027.—Captain G. C. P. Onslow, Royal Engineers, Executive Engineer, 2nd grade, Military Works Department, has been granted by the Secretary of State for India leave out of India, (p. a.) for one year, under the leave rules for the Staff Corps, with effect from the 1st December 1892. Pension service—20th year commenced 24th October 1892.

No. 1028.—The undermentioned officers have been granted extensions of furlough or leave by the Secretary of State for India:

Colonel G. T. Skipwith, Royal Engineers, Superintending Engineer, 1st class, Public Works Department, North-Western Provinces and Oudh, (m. c.) for three months.

Major H. H. R. Heath, Indian Staff Corps, Squadron Commander and 2nd-in-command, 11th Bengal Lancers, (p. a.) for seven days.

Major J. B. Lynch, Commandant, 12th Bengal Cavalry, (p. a.) for one month.

Captain J. W. Cowley, Indian Staff Corps, Wing Commander, 43rd Gurkha Rifles, (p. a.) for four months.

Lieutenant H. C. C. Ducat, Indian Staff Corps, Wing Officer, 2nd Battalion, 4th Gurkha Rifles, (p. a.) for seven days.

Brigade-Surgeon-Lieutenant-Colonel G. King, M.B., C.I.E., Superintendent of the Royal Botanical Gardens, Calcutta, (p. a.) for one month.

No. 1029.—Colonel C. S. MacLean, C.B., C.I.E., Indian Staff Corps, has been permitted by the Secretary of State for India to reside out of India.

JUDICIAL.

No. 1030.—In exercise of the power conferred by section 133 (*1*) of the Army Act, the Governor-General in Council is pleased to set apart the undermentioned buildings or parts of buildings at the station named below as part of the military prison at that station, and hereby declares the same to be part of such military prison, namely:

Poona.

The buildings or parts of buildings situated to the north of the western wing of the Station Hospital at Wanowrie, and known as the ordinary prisoners' ward.

LONDON GAZETTE.

No. 1031.—The following extract is published for general information:

"London Gazette," dated the 4th October, 1892, page 5560.

WAR OFFICE;

Pall Mall, 4th October, 1892.

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MEMORANDA.

* * * * * * * * *

Deputy Commissary and Honorary Captain James Neal, Bengal Ordnance Department, is granted the honorary rank of Major. Dated 25th August 1892.

The undermentioned Deputy Assistant Commissaries, Bengal Establishment, are granted the honorary rank of Lieutenant. Dated 22nd June 1892:

James Fairley.
William Henry Knight.
George Taylor (since deceased).

INDIAN STAFF CORPS.

Colonel Hervey Morris Stanley Clarke is transferred to the unemployed supernumerary list. Dated 11th September 1892.

PROMOTIONS.

No. 1032.—The following promotions are made, subject to Her Majesty's approval:

INDIAN STAFF CORPS.

Lieutenants to be Captains.

Dated 22nd October 1892.

Hugh Daly, C.I.E.
John Archibald Houison-Craufurd.
Harry Troup Brown.
Frederick Weston Peile Macdonald.
Charles Marling Cartwright.
Benjamin Holloway.
FitzJames Maine Edwards.
Walter Sinclair Delamain.
Alfred Woodrow Stanley Wingate.
Turenne Jermyn.
William Maxwell Carpendale.
Francis Hardinge Eliott.
Clarence Yule Cromelin.
Frank Duncan.
Alexander Grierson Davidson.
Arthur Philip Desborough Harris.
Arthur Nicholls.
Richard Pennefather Warren.
Henry Gerard Burton.
Sydney Moore Mason.
Charles Henry Uvedale Price.
James Marshall Stewart.
Havelock Hudson.
Percy Holland.
George Ranier Crawford.
Claye Ross Ross.
Leonard John Mathias.
Charles Clements Reid.
Albert Edward Woods.
William George Hatherell.
Oliver Goldsmith Ievers.
Edward Henry Bernard.
Folliott Churchill.
Walter Edward Brett.

ORDNANCE DEPARTMENT.

Bengal.

No. 1033.—Conductor John Penfold, *seconded*, is brought on the effective list, with effect from the 21st March 1892, *vice* Conductor Edward Barrett, transferred to the pension establishment.

No. 1034.—Sub-Conductor John J. Headwards, Assistant Overseer, Small Arms Ammunition Factory, Dum Dum, to be Conductor, *seconded*;

Sub-Conductor Thomas Oakley Drake, Clerk, office of the Director-General of Ordnance in India, to be Conductor, *seconded*;

Sub-Conductor William Goodman, Overseer, Small Arms Ammunition Factory, Dum Dum, to be Conductor, *seconded*;

Sub-Conductor William C. Parfitt to be Conductor,—

with effect from the 25th June 1892, *vice* Conductor John Penfold, transferred to the pension establishment.

No. 1035.—Conductor Henry Saw, Head Overseer, Harness and Saddlery Factory, Cawnpore, to be Deputy Assistant Commissary, *seconded*, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval;

Conductor Patrick Wyer to be Deputy Assistant Commissary, and to have the honorary rank of Lieutenant, subject to Her Majesty's approval;

Sub-Conductor John Dow to be Conductor,—

with effect from the 13th September 1892, *vice* Honorary Lieutenant and Deputy Assistant Commissary Robert Giltrap, transferred to the pension establishment.

Bombay.

No. 1036.—Sub-Conductor Patrick Kelly, Assistant Overseer, Gun Carriage Factory, Bombay, on probation, *seconded*, is confirmed in the warrant grade, with effect from the 2nd April 1892.

SUBORDINATE MEDICAL DEPARTMENT.

No. 1037.—Sub-Assistant Apothecary Samuel George Wood to be second grade Assistant Apothecary, with effect from the 8th September 1892, *vice* second grade Assistant Apothecary A. H. Bell, resigned.

No. 1038.—First grade Assistant Apothecary David Waller to be second grade Apothecary;

Sub-Assistant Apothecary Arthur Ernest Atwell to be second grade Assistant Apothecary,—

with effect from the 16th September 1892, *vice* first grade Apothecary H. Clayton, retired.

NATIVE ARMY.

No. 1039.—*3rd Bengal Infantry*—

Havildar Sadho Sukul to be Jemadar, *vice* Anant Ram Pande, deceased, with effect from the 12th August 1892.

PUNJAB FRONTIER FORCE.

No. 1040.—*No. 2 (Derajat) Mountain Battery*—

Jemadar Wazir Singh to be Subadar, *vice* Fattu, Bahadur, transferred to the pension establishment, with effect from the 1st July 1892.

VOLUNTEER CORPS.

PROMOTIONS.

No. 1041.—*Dacca Volunteer Rifle Corps*—

The third Christian name of Captain Jenkins is Layton, and not as notified in G. G. O. No. 844 of 1892.

RESIGNATIONS.

No. 1042.—*2nd Punjab (Simla) Volunteer Rifle Corps*—

Lieutenant R. W. Senior resigns his commission.

No. 1043.—*Nagpur Volunteer Rifle Corps*—

Captain J. Coutts resigns his commission.

E. H. H. COLLEN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Simla, the 28th October, 1892.

Under clause 25 of the regulations appended to the Regimental Debts Act of 1863, it is notified that a report of the death of the undermentioned commissioned officer on the date specified was received in the Military Department between the 22nd and the 28th October 1892:

Corps.	Rank and Names.	Date of decease.	Place of decease.	Testate or Intestate.	Remarks.
Indian Staff Corps (2nd Punjab Cavalry, Punjab Frontier Force).	Lieutenant J. E. Tod	10th October 1892.	Dera Ismail Khan.		

Statement of Deposits on account of Estates between the 22nd and the 28th October 1892.

On whose account.	Rank.	Corps.	Date of decease.	Testate or Intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					Rs. a. p.		
Charles McDowal Skene. (*a*)	Colonel	General List, Infantry.	24th March 1891.	Will left	4,487 15 0	...	27th December 1892.
William Utting Cole (*b*)	Major	3rd Dragoon Guards.	7th September 1892.	Ditto	2,316 0 2	..	

(*a*) Widow—Rosalie Purnell Skene.
Children—1. Charles George.
2. Madeline.
3. Alice Beatrice.
4. John Gordon.
Address—Branscombe, Wood Road, Bournemouth.
Executor—Lieutenant-Colonel J. G. Skene.
Address—Rhigs Villa, Weymouth.

(*b*) Widow—Mary de Vere.
Children—1. William Horace de Vere.
2. John James Burke.
3. Annie de Vere.
Address—The Malt House, West Woodhay, Newbury, Berks, England.
Care of Messrs. Clayton Sons and Fargeos, 2, Lancaster Place, London, England.

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 24th October, 1892.

No. 369.—That portion of Public Works Department Notification No. 44, dated the 13th February 1892, which relates to the transfer to Burma of Rai Bahadur Amrito Lall Roy Chowdry, Executive Engineer, 2nd Grade, Bengal, is hereby cancelled.

No. 370.—Rai Bahadur Amrito Lall Roy Chowdry, Executive Engineer, 2nd Grade, Bengal, whose services were placed temporarily at the disposal of the Government of Madras for employment on Famine Relief Works, is retransferred to Bengal.

No. 371.—With reference to Public Works Department Code, Volume I, Chapter II, paragraph 72, Mr. H. W. Conduitt, Assistant Secretary to the Government of the North-Western Provinces and Oudh, is provisionally transferred to the Superior Accounts Branch in the permanent rank of Deputy Examiner of Accounts, 1st Grade, and in the temporary rank of Examiner, 4th Class, 3rd Grade, and is posted to the Office of the Examiner of Public Works Accounts, North-Western Provinces and Oudh.

The 25th October, 1892.

No. 372.—Mr. K. Balarama Iyer, Assistant Examiner of Accounts, temporary rank, attached to the Office of the Examiner of Accounts, Burma State Railway, is granted extraordinary leave without allowances for one month and fifteen days, under Article 372 (1), Civil Service Regulations.

No. 373.—In exercise of the powers given him by section 34 of the Indian Railways Act, 1890, and of all other powers enabling him in that behalf, the Governor General in Council is pleased to make the following rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of that Act and for regulating proceedings before such Commissioners and for prescribing the fees to be taken in relation to such proceedings :

RULES FOR ENABLING RAILWAY COMMISSIONERS TO CARRY INTO EFFECT THE PROVISIONS OF CHAPTER V OF THE INDIAN RAILWAYS ACT, 1890, AND FOR REGULATING PROCEEDINGS BEFORE SUCH COMMISSIONERS AND FOR PRESCRIBING THE FEES TO BE TAKEN IN RELATION TO SUCH PROCEEDINGS.

CONTENTS.

(*Preliminary.—Rules 1-3.*)

Rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of the Indian Railways Act, 1890, and for regulating proceedings before such Commissioners and for prescribing the fees to be taken in relation to such proceedings.

In exercise of the powers given him by section 34 of the Indian Railways Act, 1890, and of all other powers enabling him in that behalf, the Governor General in Council is pleased to make the following rules for enabling Railway Commissioners to carry into effect the provisions of Chapter V of that Act and for regulating proceedings before such Commissioners, and for prescribing the fees to be taken in relation to such proceedings:

PRELIMINARY.

Interpretation.

Interpretation of terms.

1. In the construction of these rules, and of the forms in the first schedule thereto, words importing the singular number shall include the plural, and words importing the plural number shall include the singular; and, unless a different intention appears from the context, the following terms shall have the respective meanings hereinafter assigned to them; that is to say,—

"person" shall include any company or association or body of individuals, whether incorporated or not:

"the Code" shall mean the Code of Civil Procedure, 1882, as amended by subsequent enactments: XIV of 1882.

"the Act" shall mean the Indian Railways Act, 1890: IX of 1890.

"plaintiff" and "defendant" shall respectively mean the persons named as such respectively in the applications hereinafter referred to; and terms defined by the General Clauses Acts, 1868 and 1887, or either of them, the Code, or the Act, shall have the same meanings as are assigned to them by those Acts respectively. I of 1868. I of 1887.

Meanings assigned to certain expressions in the application of Code to proceedings.

2. In the application of the Code to proceedings under these rules the following expressions shall, unless a different interpretation be required by these rules or the context, have the meanings hereinafter assigned to them; that is to say,—

"the Court" and "the Court in which the suit is instituted" shall respectively mean the Commissioners:

"the Judge" shall mean the Law Commissioner:

"such officer as it appoints in this behalf" shall mean the Registrar.

Registrar and Deputy Registrar.

Registrar, and time for transaction of business in his office.

3. (*1*) A "Registrar of the Railway Commissioners" (in these rules referred to as the Registrar) shall be appointed by the Governor General in Council, and his office shall be open daily during office hours and shall be located,—

(*a*) when the Commissioners are not sitting, in the building occupied by the establishment of the Secretary to the Government of India in the Legislative Department, and,

(*b*) when the Commissioners are sitting, in such place as the Commissioners may appoint.

(*2*) When the Commissioners are not sitting, and with their permission when they are sitting, the Registrar's office may be closed on days on which the office of the Secretary to the Government of India in the Legislative Department is authorised by him to be closed.

(Preliminary.—Rules 4-5. Proceedings before Reference to Railway Commission.—Rules 6-11. Proceedings after Reference to Railway Commission.—Rule 12.)

(3) The Commissioners shall have a common seal (to be used by every Railway Commission appointed under the Act) which shall be kept in the custody of the Registrar at his office.

Temporary appointment of Deputy Registrar.

4. The Governor General in Council may from time to time, as occasion may require, appoint a Deputy Registrar to discharge temporarily all or any of the functions of the Registrar.

Computation of time.

Computation of time.

5. The provisions of section 7 of the General Clauses Act, 1887, shall, so far as they can be made applicable, be applied in the computation of time for the purposes of these rules. I of 1887.

PROCEEDINGS BEFORE REFERENCE TO RAILWAY COMMISSION.

Applications under Chapter V of the Act to the Governor General in Council.

Contents and submission of applications to the Governor General in Council.

6. (1) Every application to the Governor General in Council under Chapter V of the Act for the reference of a case to a Railway Commission must be addressed by the applicant to the Secretary to the Government of India in the Legislative Department. It must be in writing, or printed, and signed by the applicant or his recognised agent, and shall be according to one of the Forms A in the first schedule hereto or to the like effect, and it must be indorsed with the name and address of the applicant, and, if there is a legal adviser acting for him in the matter, with the name and address of such legal adviser.

(2) If the application be for a reference to the Commissioners as arbitrators under section 28, clause (*b*) or clause (*c*), of the Act, it must be signed by all the parties to such reference or their respective recognised agents, and it shall be according to Form A, No. 1, in the said schedule or to the like effect.

(3) In every other case the application shall be according to Form A, No. 2, in the said schedule, and shall be accompanied by a copy of the plaint therein referred to, which plaint must be signed and verified in accordance with the provisions of sections 51 and 52 of the Code.

Communication of application to railway administration complained of.

7. (1) The Governor General in Council before answering the application may, if he shall think fit, refer the same to the railway administration against which it is made, so as to afford the administration an opportunity of making observations thereon: and he will, in such case, give the applicant notice that the application has been so referred, and upon his request and at his expense will furnish him with a copy of the observations (if any) made thereon by the railway administration.

(2) The applicant shall be at liberty, within seven days after he shall have received such copy, to reply thereto as he may be advised.

Consideration of application by Governor General in Council.

8. After consideration of the application and the observations (if any) which may have been made by the railway administration thereon and by the applicant in reply, the Governor General in Council will determine whether or not the application should be referred to a Railway Commission for decision.

Rejection of application by Governor General in Council.

9. Should the Governor General in Council be of opinion that the application ought not to be referred to a Railway Commission, the applicant will be informed accordingly.

Reference of application to Railway Commission.

10. (1) Should the Governor General in Council be of opinion that the application ought to be referred to a Railway Commission, the respective parties thereto will be so informed, and the application will be made over to the Registrar and be filed by him.

(2) The Governor General in Council may make such reference subject to any conditions which he may think fit to impose on the applicant as to security for costs or otherwise.

Appointment of Railway Commission.

11. (1) Whenever, in the opinion of the Governor General in Council, a Railway Commission ought to be appointed, he will by notification appoint such a Commission and specify the case or cases thereby referred to the Commissioners.

(2) The time and place of the sitting for the first hearing of each such application shall be notified by the Registrar in the *Gazette of India* and to the respective parties to the application.

PROCEEDINGS AFTER REFERENCE TO RAILWAY COMMISSION.

Proceedings before the Commissioners as arbitrators.

Written statements.

12. (1) Each of the parties to any application under section 28, clause (*b*) or clause (*c*), of the Act may, at any time within thirty days after the issue of the notification referring the application to a Commission, file with the Registrar a written statement of his case, and the Registrar shall receive all such statements and place them on the record.

(2) Any two or more of the parties to the reference may concur in filing the same written statement.

(3) If all the parties concur in the same written statement, no evidence shall be required or received in support thereof, and the Commissioners shall proceed to hear and determine the questions in difference on the assumption that all the statements contained in such written statement are true, and that all the facts necessary for such determination sufficiently appear in such written statement and the application or one of them, and they shall thereupon proceed to make and sign their award.

(4) Should none of the parties to the reference file any such written statement as aforesaid, the application shall, for the purposes of the hearing and determination of the case, be

(Proceedings after Reference to Railway Commission.—Rules 13-19.)

deemed to be a written statement concurred in by all the parties.

(*5*) If the parties do not all concur in the same written statement, the Commissioners shall as soon as conveniently may be after the expiration of the said period of thirty days, or such further time as may have been granted by any enlargement thereof, hereinafter called the prescribed period, fix the time and place for the first hearing of the reference.

(*6*) Should any of the parties omit or neglect to file or concur in a written statement, he shall not be permitted to adduce any evidence at the hearing of the reference, but he shall nevertheless be permitted to cross-examine any witnesses produced by any other party in an adverse interest, and shall be entitled to argue any question at issue as he may be advised.

(*7*) The provisions of sections 114, 115 and 116 of the Code shall apply to all such written statements as aforesaid.

(*8*) Every such written statement shall be according to one of the Forms B in the first schedule hereto or to the like effect.

Documents to be left along with statement.

13. (*1*) The party filing any such written statement as aforesaid shall along therewith leave with the Registrar a memorandum of the documents (if any) which he proposes to adduce in evidence at the hearing of the reference, and as many copies on plain paper of such written statement and memorandum as there are other parties to the reference, and four others for the use of the Court.

(*2*) The Registrar shall sign such memorandum and copies if on examination he shall find them correct.

(*3*) The Registrar shall, at any time after the expiration of the prescribed period and before the first hearing of the reference, deliver to each of the parties who shall apply therefor a signed copy of all memoranda and written statements filed by any of the other parties to the reference.

(*4*) The Registrar shall cause the title of the case and a list of the written statements filed therein, with the names of the parties filing them respectively, to be entered in a book to be kept for the purpose and called "The Register of References to Arbitration", and such entries shall be numbered in every according to the order of the notifications referring the cases respectively.

Hearing of reference.

14. On and after the day appointed for the first hearing of the reference, the proceedings shall be conducted in all respects as if the case were being heard under an order of reference made under section 508 of the Code, and the Commissioners were an arbitrator appointed under section 507 of the Code; and all the provisions of the Code in respect of references to arbitration shall apply to such proceedings, subject nevertheless to the provisions of these rules, and to the following additional modifications, that is to say:

(*a*) no time shall be fixed or be deemed to have been fixed for the delivery of the award which may be delivered at any time after the first hearing which the Commissioners may think proper;

(*b*) none of the provisions of sections 509, 510, 511 and 512 of the Code shall apply to any such reference;

(*c*) for the purposes of sections 520, 521 and 522 of the Code "the Court" shall mean the High Court to which in the case in question an appeal lies under section 31 of the Act;

(*d*) for all other purposes of such reference "the Court" shall mean the Commissioners.

Proceedings before the Commissioners otherwise than as arbitrators.

Suit how instituted.

15. Every application referred to a Railway Commission (other than an application under section 28, clause (*b*). or clause (*c*), of the Act) shall be called a suit, and shall be deemed to have been instituted by the filing by the Registrar of the application when made over to him by the Governor General in Council under rule 10.

How to be conducted.

16. Subject to the provisions of these rules, every such suit shall be conducted in all respects as if the same were a civil suit instituted in a Court of competent jurisdiction in accordance with the provisions of the Code, and, save as hereinafter mentioned, all the provisions of Part I of the Code shall apply to all such suits.

Non-application to suits of Chapters II, IV, IX, XIX and XX of Code.

17. None of the provisions of Chapters II, IV, IX, XIX and XX of the Code shall apply to any such suit.

Non-application to suits of proviso to section 36 of Code.

18. The proviso at the end of section 36 of the Code shall not apply to any such suit.

Plaint.

Non-application to plaints of sections 48, 54 to 57, 61 and 62 of Code. Substitution of new sections for sections 49, 50, 58, 59 and 63 of Code.

19. (*1*) Sections 48, 54 to 57 (both inclusive), 61 and 62 of the Code shall not apply to any such suit.

(*2*) For section 49 of the Code the following shall be substituted, namely:

Language of plaint.

"49. The plaint must be distinctly written or printed in English, and shall be according to one of the Forms C in the first schedule to these rules or to the like effect."

(*3*) For section 50 of the Code the following shall be substituted, namely:

Particulars to be contained in plaint.

"50. The plaint must contain the following particulars:

(*a*) the name of the Court;

(*b*) the name, description and place of residence of the plaintiff;

(*c*) the name, description and place of residence of the defendant;

(*d*) a plain and concise statement of the circumstances constituting the cause of action, and where and when it arose;

(Proceedings after Reference to Railway Commission.—Rules 20-21.)

(*e*) a demand of the relief which the plaintiff claims ; and

(*f*) a statement of the manner in which the defendant is or claims to be interested in the question, showing that he is liable to be called upon to answer the plaintiff's demand :

"Provided that, where a railway administration is plaintiff or defendant in any such suit, it shall be sufficient to name such administration in the plaint without any further description or place of residence:

"Provided also that for all purposes of the suit the principal office in India of such administration shall be deemed to be its place of residence."

(*4*) For section 58 of the Code the following shall be substituted, namely:

"58. (*1*) Within thirty days after the issue of the notification referring the application to a Commission, the plaintiff shall file with the Registrar a memorandum of the documents (if any) which he proposes to adduce in evidence at the hearing, and he shall at the same time present as many copies on plain paper of the plaint and memorandum of documents as there are defendants, and four others for the use of the Court.

Procedure on filing plaint. "The register of suits."

"(*2*) The Registrar shall sign such memorandum and copies if on examination he shall find them correct.

"(*3*) The Registrar shall thereupon file the plaint and place it upon the record.

"(*4*) The Registrar shall also cause the particulars mentioned in section 50 to be entered in a book to be kept for the purpose and called "the Register of Suits;' and such entries shall be numbered in every year according to the order in which the plaint is admitted."

(*5*) For section 59 of the Code the following shall be substituted, namely:

"59 If the plaintiff sues upon a document in his possession or power, he shall at the time of filing the said memorandum deliver the document or a copy thereof to be filed with the plaint."

Production of document on which plaintiff sues. Delivery of document or copy. List of other documents.

(*6*) For section 63 of the Code the following shall be substituted, namely:

"63. A document which ought to be entered in the said memorandum, and which is not entered accordingly, shall not, without the leave of the Court, be received in evidence on the plaintiff's behalf at the hearing of the suit.

Inadmissibility of document not produced when plaint filed.

"Nothing in this section shall apply to any document produced for cross-examination of the defendant's witnesses, or in answer to any case set up by the defendant or handed to a witness merely to refresh his memory."

20. (*1*) As soon as conveniently may be after the plaintiff has presented such memorandum and copies of the plaint as aforesaid, the Registrar shall cause each defendant to be served with a summons requiring him, within thirty days from the service thereof, to put in his answer (if any) to the said plaint.

Service of summons. Copy of statement to be annexed thereto.

(*2*) Every such summons shall be according to the Form D in the first schedule hereto, and shall be signed by the Registrar and sealed with the seal of the Court, and shall be accompanied by one of the copies of the plaint and memorandum of documents mentioned in rule 19, clause (*4*).

(*3*) Every such summons may be served by forwarding the same by post in a registered cover addressed to the defendant, or, where the defendant is a railway administration or a company, to the manager or agent of the administration or the chairman or secretary of the company at its principal office in India.

Answer.

21. (*1*) Within thirty days from the service of the said summons the defendant shall file with the Registrar his answer, if any, to the plaint, and leave with him four copies of the same for the use of the Court. The answer shall contain a clear and concise statement of the facts which form the ground of defence, or of any objections relied upon. It shall be taken to admit all facts stated in the plaint which are not expressly denied. It shall be divided into paragraphs numbered consecutively, and shall be signed and verified in accordance with the provisions of sections 51 and 52 of the Code. It shall be indorsed with the name and address of the defendant and, if there is a legal adviser acting for him in the matter, with the name and address of such legal adviser. It shall be according to Form E in the first schedule or to the like effect.

Form of answer and time for filing and delivery thereof.

(*2*) The defendant filing any answer shall along therewith file with the Registrar a memorandum of the documents (if any) which he proposes to adduce in evidence at the hearing of the suit, and leave with him four copies of such memorandum for the use of the Court.

(*3*) The defendant shall at the same time present to the Registrar a plain paper copy of such answer and memorandum of documents as aforesaid, and the Registrar shall sign such copy if on examination he shall find it correct.

(*4*) The defendant shall as soon as may be after the filing on his answer deliver to the plaintiff or his recognised agent such signed copy as last aforesaid.

(*5*) A document which ought to be entered by any defendant in the said memorandum, and which is not entered accordingly, shall not, without the leave of the Court, be received in evidence on his behalf at the hearing of the suit.

Nothing in this clause shall apply to any document produced for cross-examination of the plaintiff's witnesses, or in answer to any case set up by the plaintiff in his reply, or handed to a witness merely to refresh his memory.

(*6*) Should any defendant omit to appear and answer within the time specified in the summons, or such further time as may have been granted by any order of enlargement of time made under these rules, he shall be taken to have admitted all the facts stated in the plaint,

(Proceedings after Reference to Railway Commission.—Rules 22-27.)

and shall not be permitted to adduce any evidence at the hearing of the suit, but he shall nevertheless be at liberty to cross-examine any witness produced by the plaintiff, and shall be entitled to argue any question at issue as he may be advised.

Reply.

Form of reply and time for filing and delivery thereof.

22. (*1*). Within thirty days from the delivery of the answer or the last of the answers to the plaintiff he shall file his reply (if any) with the Registrar, and leave with him four copies of the same for the use of the Court. The reply may object to the said answers or any of them as being insufficient, stating the grounds of such objection, or deny the facts stated therein, or any of them, or state any other facts in answer to the allegations contained in such answer. It shall be taken to admit all facts stated in the answer and not inconsistent with the plaint which are not expressly denied. It shall be signed and verified in accordance with the provisions of sections 51 and 52 of the Code, and shall be according to one of the Forms F in the first schedule or to the like effect.

(*2*) The plaintiff shall within the time aforesaid deliver to each defendant who has appeared and answered the plaint a signed copy of his reply.

Consent cases.

Consent cases.

23. The parties may, by consent in writing filed with the Registrar, dispense with the formal proceedings hereinbefore mentioned, or some portion of them, and orders by consent may be drawn up, and, if approved by the Commissioners, may be signed by them.

Written statements.

Written statements.

24. (*1*) The parties may, at any time before or at the first hearing of the suit, tender written statements of their respective cases, and the Court shall receive such statements and place them on the record.

(*2*) The provisions of sections 114, 115 and 116 of the Code shall apply to all such written statements.

(*3*) Save as aforesaid, no written statement or other pleading shall be received without special leave of the Commissioners.

First hearing.

First hearing. Service of summons and documents. Time.

25. (*1*) As soon as the pleadings are complete, the Commissioners shall appoint a time and place for the first hearing of the suit.

(*2*) The Registrar shall, in addition to the notification required by rule 11, clause (*2*), cause a summons to be served upon each of the parties to the suit, requiring him to appear in person or by his pleader at the time and place specified in such summons for the settlement of issues in the suit.

(*3*) Every such summons shall be signed by the Registrar and sealed with the seal of the Court.

(*4*) The provisions of sections 72 to 95 of the Code, both inclusive, shall apply to all the summonses hereinbefore mentioned and the service thereof, but, save as aforesaid, Chapter VI of the Code shall not apply to any suit under these rules.

(*5*) Every document other than a summons required by these rules to be served upon or delivered to any party may be so served or delivered by forwarding the same by post in a registered cover addressed to such party, or his recognised agent, or, where such party is a railway administration or a company, to the manager or agent of the administration or the chairman or secretary of the company at its principal office in India.

(*6*) In the computation of time under these rules every document so forwarded by post as aforesaid shall be deemed to have been delivered by the party delivering the same when put into the post or handed to some proper officer of the Post Office for the purpose of being posted, and to have been delivered to the party to whom the same is addressed in due course of post, unless he shall prove that it was not in fact delivered to him or at his residence until some later time.

Application to suits of Chapter VII with modifications, and non-application to them of sections 99A, 101, 103 and 107 of Code. Substitution of new section for sections 100 and 120.

26. (*1*) In the application of Chapter VII of the Code to suits under these rules, for the words "fixed for the defendant to appear and answer," or any words tantamount thereto, wherever they occur, the words "appointed for the first hearing of the suit" shall be substituted.

(*2*) None of the provisions of sections 99A, 101, 103 and 107 of the Code shall apply to any such suit.

(*3*) For sections 100 and 102 of the Code the following shall be substituted, namely:

Procedure if only some of the parties appear.

"100. If any party appears and any other party does not appear, the Court may either—

(*a*) proceed *ex parte* as to the party not appearing;

(*b*) direct a second summons to be issued and served on the party not appearing; or

(*c*) postpone the hearing of the suit to a future day to be fixed by the Court, and direct notice of such day to be given to the party not appearing."

(*4*) Save as hereinbefore appears, nothing in Chapter VIII of the Code shall apply to any suit under these rules.

Substitution of new section for section 146, non-application to suits of section 155, and amendment of section 157 of the Code.

27. (*1*) For section 146 of the Code the following shall be substituted, namely:

Issues.

"146. At the first hearing of the suit the Court shall, after reading the pleadings and the written statements, if any, and hearing the allegations made by the parties or their pleaders respectively, ascertain upon what material propositions of fact or of law the parties are at variance, and shall thereupon proceed to frame and record the issues on which the right decision of the case appears to the Court to depend.

(Proceedings after Reference to Railway Commission.—Rules 28-30. General Provisions.—Rules 31-37.)

"When issues both of law and of fact arise in the same suit, and the Court is of opinion that the case may be disposed of on the issues of law only, it shall try those issues first, and for that purpose may, if it thinks fit, postpone the settlement of the issues of fact until after the issues of law have been determined.

"Nothing in this section shall require the Court to frame and record issues when the defendant at the first hearing of the suit makes no defence."

(2) Section 155 of the Code shall not apply to any suit under these rules.

(3) Section 157 of the Code shall be read as if the words and figures "rule 26, clause (3)," were inserted therein instead of the word and figures "Chapter VII."

Non-application to suits of sections 184 to 185A and 189 to 191. Substitution of new section for section 197 of Code.

28. (1) None of the provisions of sections 184, 185, 185A, 189, 190 and 191 of the Code shall apply to any suit under these rules.

(2) For section 197 of the Code the following shall be substituted, namely:

Swearing of affidavits.

"197. The oath of the declarant of an affidavit to be used before the Commissioners may be administered by one of the Commissioners or by the Registrar, or by any Court or Magistrate, or by any officer having authority to administer the oath of the declarant in the case of an affidavit under the Code."

Non-application to suits of sections 199 and 207 to 216 of Code.

29. None of the provisions of section 199, or of sections 207 to 216, both inclusive, of the Code shall apply to any suit under these rules.

Costs.

30. Every order for costs made by the Commissioners shall be made subject to taxation thereof, and such costs shall be taxed by the Registrar, or by such other person as the Commissioners may direct, upon the order of the Commissioners under which the costs are payable, and, unless it shall be otherwise directed by such order, shall be taxed as between party and party.

GENERAL PROVISIONS.

Review.

Review of decision.

31. (1) Every application to the Governor General in Council, under the proviso to section 39 of the Act, to re-appoint the Commissioners for the purpose of hearing an application for a review of their decision must, unless the Governor General in Council shall in any particular case see fit to enlarge the time for making such application, be made within six weeks after the said decision has been communicated to the parties.

(2) Every such application to the Governor General in Council must be addressed to the Secretary to the Government of India in the Legislative Department, and shall be according to Form A, No. 3, in the first schedule, or to the like effect.

(3) The proceedings upon every such application will be governed as nearly as may be by the provisions of rules 6 to 11, both inclusive.

View.

View.

32. In any case in which, in the opinion of the Commissioners, a view is necessary or desirable, it may be had by one or more Commissioners as they may direct.

Depositing maps, plans and other documents.

Depositing maps, plans and other documents.

33. The parties shall leave with the Registrar one week before the day fixed for the first hearing of the suit or reference any maps, plans, sections, time-tables and other documents which are referred to in any pleading or written statement filed therein, or which may be useful in explaining or supporting the same.

Notice of discontinuance.

Notice of withdrawal or settlement of application.

34. When any application referred to the Commissioners is withdrawn or settled, the applicant shall immediately give notice of the withdrawal or settlement to the Registrar.

Enlargement of time.

Enlargement of time.

35. (1) When the Commissioners who are to decide an application are not sitting, the Registrar, and when they are sitting the Commissioners, may enlarge the time appointed by any of these rules for doing any act or taking any proceeding in relation to the application, and any such enlargement may be granted, although the request therefor is not made till after the expiration of the time so appointed.

(2) All applications for enlargement of the time for doing any act or taking any proceeding under these rules, and all applications under Chapter X of the Code prior to the first hearing of the suit or reference, shall be made in the first instance to the Registrar, who shall have in respect of such applications all the powers of the Court:

Provided that every decision of the Registrar under this rule shall be subject to appeal to the Law Commissioner, who may either hear and decide such appeal himself or refer the same to the Commissioners for their decision, and in either case such decision shall be final.

(3) Notice of appeal to the Law Commissioner from any decision of the Registrar under this rule must be given to the Registrar and the opposite party or his pleader within forty-eight hours from the date of the decision appealed from.

Transmission of documents by post.

Sending of documents by post to Registrar.

36. Pleadings and other documents required by these rules to be filed with the Registrar may be sent by post in registered covers addressed to the Registrar to the Railway Commissioners, and prepaid.

Formal objections.

Orders of Commissioners not to be reversed.

37. No orders of the Commissioners shall be reversed or substantially varied, nor shall any case be remanded in appeal, or

any proceeding defeated or impeded, on account of any error, defect or irregularity, whether in the decision or in any order passed in the suit or otherwise, not affecting the merits of the case or the jurisdiction of the Court.

Appeals.

38. (*1*) Subject to the provisions of sections 31 and 32 of the Act and of these rules, an appeal shall lie to the High Court from every order of the Commissioners as if it were an original decree of a Court immediately subordinate thereto.

Appeals from orders of Commissioners.

(*2*) Save as hereinafter mentioned, all the provisions of Chapter XLI of the Code shall apply to all such appeals.

(*3*) Nothing in section 551 of the Code shall apply to any such appeal.

(*4*) For section 553 of the Code the following shall be substituted, namely:

"553. The day so fixed shall be notified by the Registrar of the High Court in the *Gazette of India*, and a copy of such notification shall be served on the respondent or on his pleader in the High Court in the manner provided in Chapter VI for the service on a defendant of a summons to appear and answer; and all rules applicable to such summons, and to proceedings with reference to the service thereof, shall apply to the service of such notification."

Publication and service of notice of day for hearing appeal.

Incidental proceedings.

39. (*1*) All the provisions of Part II of the Code, except Chapter XXIII, and section 396 in Chapter XXV, shall apply to all suits and references under these rules.

Application of Part II, except Chapter XXIII, and section 396, of Code to suits and references.

(*2*) Save as herein provided, the provisions of the Code shall not apply to any such suit or reference.

Practice in cases not expressly provided for.

(*3*) In every case not herein or in and by the Act provided for the general principles of practice in the High Court shall be adopted and applied by the Commissioners.

Table of fees.

40. The fees, a table whereof is in the second schedule hereto, may be demanded and taken in respect of the proceedings before the Commissioners.

Table of fees.

D.

THE FIRST SCHEDULE.

FORMS.

A.

Applications to the Governor General in Council.

No. 1.—Application under rule 6 (*2*).

„ 2.—Application under rule 6 (*3*).

„ 3.—Application under rule 31.

B.

Written Statements in cases referred to the Commissioners as Arbitrators [rule 12 (8)].

No. 1.—Arbitration under an agreement between two or more Railway Administrations.

No. 2—Arbitration where a suit has been commenced by or against a Railway Administration.

No. 3.—Arbitration in other cases.

C.

Forms of Plaint [rule 19 (2)].

1. Complaint under section 28, clause (*a*), of the Act.
2. Plaint in a suit for a through rate.
3. Plaint in a suit in respect of terminals.

D.

Summons to Defendant to appear and answer Suit [rule 20 (2)].

(The First Schedule.—Forms.)

E.

Answer [*rule 21* (*1*)].

F.

Reply [*rule 22* (*1*)].

1. Reply when there is only one defendant who has answered.
2. Reply when more than one defendant has answered.

A.

No. 1.—*Application for a reference to the Commissioners as Arbitrators.*

TO THE GOVERNOR GENERAL IN COUNCIL.

In the matter of an agreement for reference to arbitration made between the A. Railway Administration of the one part and the B. Railway Administration of the other part, *or as the case may be.*

The application of—
The A. Railway Administration,
The B. Railway Administration,
&c.

The applicants state as follows:
1.
2.
3.
&c.

m. Various matters in difference have arisen between the applicants in respect of the matters aforesaid, and the applicants are desirous of referring the same and all other matters in difference between them arising out of the said agreement [*or as the case may be*] to the decision of a Railway Commission.

The applicants therefore apply to the Governor General in Council for an order appointing a Railway Commission for the determination of the said matters in difference and all other matters in difference between the same parties (*or as the case may be*), and referring this application and the matters in difference aforesaid to the Commissioners for their decision.

Dated this day of 189 .

Signed



Seal of the A. Railway Company,
A. B., *Manager.*

&c.
&c.

No. 2.—*Application for a reference to the Commissioners otherwise than as Arbitrators.*

TO THE GOVERNOR GENERAL IN COUNCIL.

In the matter of the complaint of A. B. against the Z. Railway Administration [*or as the case may be*].

The application of A. B., &c.

1. The applicant states that he is aggrieved by the conduct of the Z. Railway Administration in respect of the several matters appearing by the accompanying plaint, and that he is advised that he has no sufficient remedy for such grievances without the aid of a Railway Commission.

2 The applicant therefore applies to the Governor General in Council for an order appointing a Railway Commission and for a reference of the said complaint to the Commissioners, and that the Commissioners may hear and decide the same and may make such orders in respect thereof as the circumstances may require.

Dated this day of 189 .

Signed A. B.
or C. D. on behalf of A. B.

No. 3.—Application for an order to review.

TO THE GOVERNOR GENERAL IN COUNCIL.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a suit
Between A. B. . . . . Plaintiff,
And the Z. Railway Administration . . . Defendant.

(The First Schedule.—Forms.)

The application of the abovenamed plaintiff
(or as the case may be).

The applicant states as follows:

1. On the day of 18 the Governor General in Council was pleased, on the application of the said A. B., to refer the abovementioned suit to a Railway Commission .

2. On the day of 18 &c., *state any circumstances that may be material.*

m. On the day of 18 the Commissioners passed an order in the said suit, a copy whereof, and of the judgment whereon such order was founded, accompanies this application.

n. The applicant is advised, and hereby submits that the said order is erroneous for the following (among other) reasons:

1.

2.

3.

&c.

p. The applicant is further advised that the said order is not open to appeal by reason that , &c.

a. [*If the reason, or one of the reasons, why the order is not appealable be the delay or other default of the applicant, state here the circumstances on which he relies for the purpose of excusing the same.*]

y. The applicant is aggrieved by the said order, but under the circumstances hereinbefore appearing he has no sufficient remedy for such grievance without the aid of the order hereby applied for.

z. The applicant therefore applies to the Governor General in Council for an order re-appointing the said Commissioners and referring the said suit back to the Commissioners for the purpose of hearing an application for a review of their said decision, and of granting the same and re-hearing the case if they think that the case should be reheard.

Dated this day of 189 .

Signed A. B.

or as the case may be.

B.

No. 1.—*Written statement in reference under a standing Agreement for reference to arbitration between two or more Railway Administrations.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a reference to arbitration

Between the A. Railway Administration . . . *Plaintiff,*

And the B. Railway Administration . . . . *Defendant.*

Written statement on behalf of the plaintiff (or defendant).

(*or, if more than one plaintiff or defendant,* of the plaintiff A *for* of the defendant B, *or as the case may be).*

The said plaintiff (*or defendant*) states as follows:

1. By an agreement in writing, dated &c., it was, amongst other things agreed, &c.

2.

3.

4.

&c.

m. The plaintiff (*or defendant*) claims that, under the circumstances herein appearing, he is entitled to an order declaring, &c., and directing, &c.

Dated this day of 189 .

Signed , &c.

[NOTE.—*Nothing which already appears by the application signed by all the parties should be repeated in this statement.*]

(The First Schedule.—Forms.)

No. 2.—*Written statement when a suit commenced by or against a Railway Administration has been referred to Commissioners as Arbitrators.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a suit

Between A. B. . . . . *Plaintiff,*

And the Z. Railway Administration . . *Defendant.*

Written statement on behalf of the plaintiff &c.

1. Upon the day of 189 the plaintiff instituted a suit against the defendant in the Court for the recovery of , &c.

2. By an agreement dated , &c. [*or,* by an order dated , &c., and made in the said suit by consent of all parties thereto, *or as the case may be*] it was agreed, &c.

3.

4.

&c.

m. The plaintiff (*or defendant*) claims, &c. (as in Form No. 1).

Dated this day of , &c.

Signed , &c.

See note to Form No. 1.

No. 3.—*Written statement in other cases of reference to the Commissioners as Arbitrators.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890,

and

In the matter of a reference to Arbitration

Between A. B. . . . . *Plaintiff,*

And the Z. Railway Administration . . . *Defendant.*

Written statement on behalf of the plaintiff.

The plaintiff states as follows:

1.

2.

3.

4. By an agreement in writing dated, &c., it was, amongst other things, agreed that the parties hereto should concur in an application to the Governor General in Council for a reference of all the said matters in difference to a Railway Commission and , &c.

5.

6.

&c.

m. The plaintiff claims, &c. (as in Form No. 1).

Dated this day of 189 .

Signed , &c.

See note to Form No. 1.

C.

No. 1.—*Complaint under section 28, clause (a), of the Act.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Between A. B. of . . . . *Plaintiff,*

And the Z. Railway Administration . . . . *Defendant.*

(*The First Schedule.—Forms.*)

A. B., the abovenamed plaintiff, states as follows :

1.

2.

3.

&c.

m. On the day of 18 the plaintiff applied to the Governor General in Council for an order referring this complaint to a Railway Commission for hearing and determination, and by a notification, No. , and published in the *Gazette of India* on the 18 , the Governor General in Council was pleased to order, &c.

[*The dates and numbers to be left blank, and to be filled in by the Registrar after the order of reference has been made.*]

n. The plaintiff prays for an order enjoining the said Railway Administration (*here state concisely the nature of the application, as, for example,*) to desist from giving any undue preference to themselves or other persons in the forwarding, or in the receiving, forwarding, and delivering for themselves or other persons, of goods, or in their charges for the same, over the said A. B. in the forwarding of such goods for him, and enjoining the said Railway Administration not to subject him to any undue prejudice in respect thereof.

Dated this day of 18 .

Signed A. B.

or C. D.,

Legal Adviser to A. B.

No. 2.—*For a Through Rate.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Between the A. Railway Administration . . . *Plaintiff*,
And the Z. Railway Administration . . . . *Defendant.*

The abovenamed plaintiff states as follows :—

1. The plaintiff's railway system comprises, amongst other lines, a line on the statutory broad gauge running from X to Y.
2. The defendant's railway system comprises, amongst other lines, a line on the like gauge running from Y to Z.
3. There is a physical connection between the two lines abovementioned by a junction at A ; x chains from the plaintiff's station at Y, and y chains from the defendant's station at Y. By means of this connection carriages and wagons can freely pass and repass from the plaintiff's line to the defendant's line, and *vice versâ*.
4. There is a considerable traffic in between X and Z, and it would be a great convenience, in the interests of the public, that goods should be carried from X to Z at through rates.
5. On the day of the plaintiffs by their manager gave a written notice to the defendant, a copy whereof is set forth in the schedule hereto, No. 1.
6. On the day of the plaintiff received from the defendant a written notice of objection, copy whereof is set forth in the said schedule, No. 2.

&c.

7. On the day of the plaintiff applied to the Governor General in Council , &c. *(as in Form No. 1).*

n. The plaintiff prays for an order allowing the proposed through rate and the apportionment thereof, or fixing such other rate or apportionment as may seem to the

(*The First Schedule.—Forms.*)

Commissioners to be just and reasonable, or for such further or other order in the premises as the circumstances may require.

Dated this day of 189 .

Signed &c.

No. 3.—*For Terminals.*

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title as in No. 1.

A. B., the abovenamed plaintiff, states as follows :

1.

2.

3.

&c.

m. On the day of 189 (*as in No. 1*).

n. The plaintiff prays as follows :

1. That it may be declared that the terminal of so charged by the defendant as aforesaid is not a reasonable terminal under the circumstances herein appearing.

2. That the defendant may be restrained by injunction from continuing to charge the said terminal.

3. That it may be decided what is a reasonable sum to be paid to the defendant in respect of such terminal as aforesaid.

4. That such further or other order may be made as the circumstances may require.

Dated this day of 189 .

Signed &c.

D.

Summons to appear and answer.

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

To the defendant, the Z. Railway Administration.

Whereas the Governor General in Council has referred to a Railway Commission the complaint of the abovenamed plaintiff, A. B., a copy whereof accompanies this summons, you are hereby required within thirty days from the service hereof upon you to put in your answer to the same, and take notice that in default of such answer being put in within such time the Railway Commission may proceed to hear the suit *ex parte.*

And you are further required along with your answer to file a complete list or memorandum of all documents in your possession or power containing evidence relating to the merits of the plaintiff's case, and of all documents, whether in your possession or not, upon which you intend to rely in support of your case.

Given under my hand and the seal of the Commissioners this day of 18 .

Signed M. N.,

Registrar.

(The First Schedule.—Forms.)

E.

Answer [*rule 21 (1)*].

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

In answer to the plaint of the abovenamed plaintiff, the abovenamed defendant, the Railway Administration, states that—

1.

2.

This answer is made on behalf of the said Railway Administration by C. D. of , who is acquainted with the facts stated therein.

Dated this day of 18 .

Signed C. D.

F.

No. 1.—*Reply—One Defendant* [*rule 22 (1)*.].

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

In reply to the answer of the abovenamed Railway Administration, the abovenamed plaintiff states that—

1.

2. And the said A. B. admits that—

Dated this day of 18 .

Signed A. B

or C. D.,

Legal Adviser to A. B.

No. 2.—*Reply—More Defendants than one* [*rule 22 (1)*].

BEFORE THE RAILWAY COMMISSIONERS.

In the matter of the Indian Railways Act, 1890.

Title.

The reply of the abovenamed plaintiff to the answers of the abovenamed defendants.

1. In reply to the answer of the defendant, the A. Railway Administration, the plaintiff, states that—

2.

3.

4. In reply to the answer of the defendant, C. D., the plaintiff states that , &c.

5.

6.

m. And the plaintiff admits that , &c.

Dated this day of 189 .

Signed &c.

(The Second Schedule.—Table of Fees.)

THE SECOND SCHEDULE.

TABLE OF FEES (RULE 40).

To be taken in relation to Proceedings before Railway Commissioners.

	Rs.	A.	P.
Every plaint filed	5	0	0
Every summons	3	0	0
Every answer, reply or other written statement filed	3	0	0
Office copy of proceedings or other documents of the like nature, per hundred words or fraction of a hundred words.	0	8	0
NOTE.—Copies of maps, plans, sections and the like are to be paid for by the party requiring them according to the actual cost.			
Every hearing in the nature of an arbitration between Railway Administrations [Act IX, 1890, s. 28 (*b*) and (*c*)], each day or part of a day.	200	0	0
Every decision of such difference	100	0	0
Every hearing in the nature of an arbitration, one of the parties being other than a Railway Administration [Act IX, 1890, s. 28 (*c*)], each day or part of a day.	100	0	0
Every decision of such difference	50	0	0
Every decree or final order made in any suit	50	0	0
NOTE.—The fee for the hearing is to be paid on each day by the party whose case is then being heard, unless the Commissioners otherwise order.			

NOTE.—All fees shall be collected by court-fee stamps.
Stamps representing the fee for a summons shall be affixed to the application for the issue of the summons.
Stamps representing the fee for an office copy shall be affixed to the application for the copy.
The paper bearing stamps representing any other fee must have enfaced thereon a description of the proceeding in respect of which the fee was paid.
Every stamp filed must be cancelled in accordance with the law and rules for the time being in force for the cancellation of court-fee stamps.

The 26th October, 1892.

No. 374.—Mr. C. Vincent, Under Secretary to the Government of India in the Public Works Department, is appointed to officiate as Deputy Secretary to the Government of India in the Public Works Department during the absence on privilege leave of Colonel F. J. Home, C.S.I., R.E., or until further orders.

No. 375.—The undermentioned Assistant Engineers, 2nd Grade, appointed by Her Majesty's Secretary of State for India from the Royal Indian Engineering College, who have gone through a course of practical training in England, are posted as follows:

To Madras.

Mr. W. Hutton.
„ A. H. Morin.

To Bombay.

Mr. P. J. Corbett.
„ E. G. Gahagan.

To Bengal.

Mr. E. A. Smith.

To North-Western Provinces and Oudh.

Mr. H. M. Willmott.
„ G. H. Streatfeild.

To Punjab.

Mr. H. C. Robertson.
„ G. C. Lawrie.
„ C. W. Johnson.

To Burma.

Mr. L. W. Lewis.
„ J. H. White.

To State Railways.

Mr. G. Richards.
„ T. H. Heap.
„ H. R. Walton.

No. 376.—With reference to Public Works Department Notification No. 375, dated the 26th October 1892, the undermentioned Assistant Engineers are posted to the establishment under the Director General of Railways:

Mr. G. Richards.
„ T. H. Heap.
„ H. R. Walton.

No. 377.—Mr. H. C. V. Sage, Traffic Candidate, is confirmed in his appointment in the Traffic Department, and is promoted to Class III, Grade 4, of the Superior Revenue Establishment of State Railways.

No. 378.—Mr. H. C. V. Sage, Assistant Traffic Superintendent, Class III, Grade 4, of the Superior Revenue Establishment of State Railways, is transferred from the establishment under the Director General of Railways to that under the Chief Commissioner, Burma, for employment on the Burma State Railway.

No. 379.—With reference to Government of India, Public Works Department, Notification No. 345 of the 29th September 1892, Mr. D. F. Hogarth, Executive Engineer, 1st Grade, State

Railways, is appointed Engineer-in-Chief of the Cuttack-Midnapur-Howrah Railway Survey, with the temporary rank of Superintending Engineer, 3rd Class, from date of taking up the duties of the appointment.

No. 380.—Mr. P. P. Dease, Executive Engineer, 1st Grade, State Railways, is appointed Engineer-in-Chief, Wazirabad-Mooltan Railway Survey, with the rank of Superintendent of Works, with effect from the date of taking up the duties of the appointment.

No. 381.—Mr. R. N. Hodges, Executive Engineer, 1st Grade, State Railways, is appointed Engineer-in-Chief, Lucknow-Rae Bareli-Benares Railway, with the rank of Superintendent of Works.

No. 383.—Mr. F. G. Brook-Fox, Executive Engineer, 2nd Grade, Burma, whose services have been temporarily placed at the disposal of the Government of Madras for employment on Railways, is permanently transferred to State Railways, and will continue to be employed on the East Coast Railway under the Government of Madras.

The 27th October, 1892.

No. 384.—Mr. G. Ewing, Accountant, 1st Grade, attached to the Office of the Accountant General, Public Works Department, is granted the honorary rank of Assistant Examiner of Accounts.

No. 385.—Mr. G. V. Martyn, Executive Engineer, 2nd Grade, State Railways, has been granted by Her Majesty's Secretary of State for India four months' furlough in extension of the leave notified in Public Works Department Notification No. 123, dated 24th March 1892.

The 28th October, 1892.

No. 386.—It is hereby notified for information that His Excellency the Governor General in Council has sanctioned a survey being undertaken for a line of railway from Mandalay to Kunlon ferry on the Salween river in Upper Burma, and is pleased to place the same under the control of the Director General of Railways.

This survey will be known as the "Mandalay-Kunlon Railway Survey."

No. 387.—The following is published for general information :

No. 623-R. T., dated Simla, the 21st October, 1892.

RESOLUTION—By the Government of India, Public Works Department.

General Rules for railways under construction.

Read—

Sections 3 (4), 16 (2), 47 and 148 (1) of the Indian Railways Act (IX of 1890).

Public Works Department Notification No. 267, dated the 11th June 1890, appointing the Director General of Railways as the officer who is to make General Rules under section 47 of the Indian Railways Act, 1890, in the case of a railway administered by Government.

Public Works Department Notification No. 480½, dated the 30th October 1890, publishing, in the *Gazette of India* dated the 8th November 1890, the Government of India Resolution No. 736 R. T., dated the 17th October 1890, and the General Rules for working railways under construction and not open for traffic which were framed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India letter No. 232 R. T., dated the 12th June 1890.

Letter from the Director General of Railways, No. 377 T., dated the 7th October 1892.

OBSERVATIONS.—The Director General of Railways has applied for leave to adopt on the Barsoi-Kissengunge branch of the Assam-Behar section of the Eastern Bengal State railway the General Rules for working railways under construction and not used for the public carriage of passengers, animals, or goods, which rules were published in the *Gazette of India* of the 8th November 1890 under Public Works Department Notification No. 480½, dated the 30th October 1890.

RESOLUTION.—The Governor General in Council is pleased to sanction the application of the "General Rules for working railways under construction and not used for the public carriage of passengers, animals, or goods," which were published under the notification referred to in the foregoing observations, to such portions of the Barsoi-Kissengunge branch of the Assam-Behar section of Eastern Bengal State railway as may be at the time under construction and not open for the public carriage of passengers, animals, or goods.

ORDER.—Ordered, that the General Rules, which have already been published in the *Gazette of India* dated the 8th November 1890, be further notified to the railway servants and to the public by a copy thereof being kept open to inspection, free of any charge, in the office of the engineer in charge of the construction of the railway.

Ordered also, that this resolution be communicated to the Director General of Railways for information and guidance, and that it be published under a notification in Part I of the *Gazette of India.*

TELEGRAPHS.

The 26th October, 1892.

No. 382.—The Governor General in Council is pleased to order the following permanent promotions in the Superior Establishment of the Indian Telegraph Department, with effect from the dates specified :

Names.	From	To	Date.
E. O. Walker, C.I.E.	Assistant Superintendent, Class V, 1st Grade, and Superintendent, Class IV, 3rd Grade, *temporary rank.*	Superintendent, Class IV, 3rd Grade.	7th May 1892.
E. Hand	Assistant Superintendent, Class V, 1st Grade, and Superintendent, Class IV, 3rd Grade, *temporary rank.*	Superintendent, Class IV, 3rd Grade.	10th August 1892.

F. L. O'CALLAGHAN,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, OCTOBER 29, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART IV.

Acts of the Governor General's Council assented to by the Governor General.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of His Excellency the Governor General on the 22nd October, 1892, and is hereby promulgated for general information:

ACT NO. VIII OF 1892.

An Act to remove doubts as to the levy and collection of tolls upon the Lansdowne Bridge over the Indus at Sukkur in the Presidency of Bombay, and for other purposes.

Bom. Act III of 1875. WHEREAS by an Act passed by the Governor of Bombay in Council, intituled "an Act for enabling Government to levy tolls on public roads and bridges in the Presidency of Bombay," the Act of the Governor General in Council

VIII of 1851. "for enabling Government to levy tolls on public roads and bridges" was repealed as far as it affected the Presidency of Bombay;

And whereas the bridge on the line of the North-Western Railway over the Indus at Sukkur in the said Presidency of Bombay, commonly known as "The Lansdowne Bridge", was made and is repaired at the expense of the Government of India;

And whereas, in consequence of such repeal as aforesaid, doubts have arisen whether or not there is any subsisting authority competent to impose and levy tolls for the use of the said bridge, and it is expedient to remove such doubts;

It is enacted as follows:—

Title, extent and commencement.

1. (1) This Act may be called the Lansdowne Bridge Act, 1892.

(2) It extends to the whole of British India; and

(3) It shall come into force at once.

Levy of tolls.

2. Notwithstanding the repeal of the lastly hereinbefore mentioned Act, VIII of 1851 the Governor General in Council may cause such rates of toll, not exceeding the rates mentioned in the schedule annexed to that Act, as he may think fit to be levied in respect of the said Lansdowne Bridge, and may place the collection of such tolls under the management of such persons as may appear to him proper: and all the provisions of the said last-mentioned Act shall apply to such tolls and the collection and recovery thereof in the same manner as if such provisions were herein re-enacted verbatim.

Validation of past levy of tolls.

3. All tolls heretofore levied or collected upon the said Lansdowne Bridge under the authority of the Governor General in Council or of the Governor of Bombay in Council shall be deemed to have been duly levied and collected under the authority of the said Act as if the same had not been repealed.

Application of Act to public roads and bridges.

4. Where any public road or bridge has or shall have been made and repaired at the expense of the Government of India and no other adequate provision shall have been made for the levy and collection of tolls thereon, the Governor General in Council may, by notification in the Gazette of India, apply this Act to such road or bridge, and thereupon all the provisions of this Act shall apply to such road or bridge as if the same had been herein named in addition to the said Lansdowne Bridge.

S. HARVEY JAMES,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

The following Act of the Governor General of India in Council received the assent of His Excellency the Governor General on the 25th October, 1892, and is hereby promulgated for general information:

ACT NO. IX OF 1892.

An Act to further provide for the Administration of Towns in Lower Burma.

WHEREAS it is expedient to further provide for the administration of towns in Lower Burma; It is hereby enacted as follows:—

Title, extent and commencement.

1. (1) This Act may be called the Lower Burma Towns Act, 1892.

(2) It extends to the whole of Lower Burma; and

(3) It shall come into force on such day as the Local Government may, by notification in the Burma Gazette, appoint in this behalf.

Definition.

2. In this Act "town" means an area declared by the Local Government, by notification in the Burma Gazette, to be a town for the purposes of the Act:

Provided that no such declaration shall be made with respect to any military cantonment, or part of a military cantonment, without the previous consent of the Governor General in Council.

Wards and blocks and headmen and elders.

3. (1) The Deputy Commissioner may, by order in writing, divide any town into wards and any ward into blocks.

(2) The Deputy Commissioner may, by a like order, appoint any person, with the consent of such person, to be the headman of a ward or the elder of a block.

(3) The Deputy Commissioner may, by a like order, for reasons to be stated therein, suspend or dismiss the headman of a ward or the elder of a block.

Report of certain matters by headmen and elders.

4. (1) Every headman of a ward shall communicate forthwith to the officer in charge of the nearest police-station or to the nearest Magistrate any information which he may obtain respecting—

(a) the permanent or temporary residence of any notorious receiver or vendor of stolen property in his ward;

(b) the resort to any place within, or the passage through, his ward of any person whom he may know or reasonably suspect to be a dacoit, robber, escaped convict or proclaimed offender;

(c) the commission of, or attempt or intention to commit, within his ward, any of the following offences, namely:—

(i) murder;

(ii) culpable homicide not amounting to murder;

(iii) dacoity;

(iv) robbery;

(v) offences against the Indian Arms Act, 1878; and XI of 1878.

(vi) any other offence respecting which the Deputy Commissioner by general or special order, with the previous sanction of the Local Government, may direct him to communicate information;

(d) the occurrence in his ward of any sudden or unnatural death, or of death under suspicious circumstances.

(2) Every elder of a block shall communicate forthwith to the headman of his ward any information which he may obtain respecting any of the matters specified in sub-section (1) which may exist or occur in his block, and, in the absence of the headman of his ward, he shall communicate the information forthwith to the officer in charge of the nearest police-station.

General duties of headman and elders.

5. (1) The headman of a ward shall be bound—

(a) to assist the police in the investigation of every offence respecting which he is required by the last foregoing section to communicate information;

(b) to search for and use his utmost endeavours to arrest any person whom he may have reason to believe to have been concerned in the commission or attempted commission of any such offence, and to recover, if possible, any property taken by any such person;

(c) to arrest any person found lurking within the limits of the ward who cannot give a satisfactory account of himself;

(d) to forward, as soon as may be, to the nearest police-station, any person arrested by him or made over to his custody, together with any weapon or other article likely to be useful as evidence;

(e) to prevent to the best of his ability the commission of any offence regarding which he is required by section 4, sub-section (1), to communicate information, and to arrest the person designing to commit such offence if it appears to him that the commission of such offence cannot otherwise be prevented;

(f) to collect or aid in collecting, to the utmost of his ability, any revenue or other money due to the Government or to a municipal committee from residents of the ward or persons holding land therein;

(g) to report to such officer as may be appointed by the Deputy Commissioner in this behalf all trespass or encroachments upon, and injuries to, State land and public property which may occur within his ward, and of which he may reasonably and fairly be expected to have cognizance;

(h) if so ordered by the Deputy Commissioner, in accordance with such rules as may be made in this behalf by the Commissioner with the previous sanction of the Local Government, to register all births and deaths which take place within the ward, and any other vital statistics which may be prescribed by such rules;

(i) to take such measures for the prevention of fires and public nuisances and for the general sanitation of the ward as may be prescribed by any rules made in this behalf by the Commissioner with the previous sanction of the Local Government;

(j) to report all cases of small-pox, cholera and cattle-disease which occur within his ward and of which he may reasonably and fairly be expected to have cognizance, and to supply, to the best of his ability, any local information which any Magistrate, officer of police or municipal officer may require; and

(k) generally to assist all officers of the Government and municipal officers in the execution of their public duties.

(2) The elder of a block shall be bound to assist the headman of his ward in the performance of the duties prescribed in sub-section (1):

Provided that in making a declaration under section 2 with respect to any town the Local Government may direct that any of the foregoing clauses shall not apply to that town.

Penalty for neglect of duty by headman or elder.

6. If any headman of a ward or elder of a block neglects, without reasonable excuse, to perform any of the duties imposed upon him by this Act or any rule made thereunder, he shall be liable to a fine which may extend to fifty rupees.

Obligation on residents of ward to aid headman.

7. (1) Every person residing in a ward shall, on the requisition of the headman, be bound to assist him in the execution of his public duties.

(2) If any such person refuses or neglects to comply with any lawful requisition of the headman, he shall, in the absence of reasonable excuse, the burden of proving which shall lie upon him, be liable to a fine which may extend to fifty rupees.

Finality of orders.

8. (1) No appeal shall lie from any order made under this Act or any rule made thereunder.

(2) But the Deputy Commissioner may revise any such order made by any officer subordinate to him, and the Commissioner may revise any such order made by the Deputy Commissioner.

(3) Save as provided by this section, every order made under this Act shall be final, and shall not be liable to be contested by suit or otherwise.

Power to make rules.

9. The Local Government may, subject to the control of the Governor General in Council, make rules consistent with the foregoing sections for carrying into effect the purposes of this Act.

(2) All such rules shall be published in the Burma Gazette, and shall thereupon have the force of law.

S. HARVEY JAMES,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT

The following Act of the Governor General of India in Council received the assent of His Excellency the Governor General on the 25th October, 1892, and is hereby promulgated for general information:

ACT NO. X OF 1892.

An Act to provide for the levy of a rate on private estates under the management of the Government to meet the cost of supervision and management.

WHEREAS it is expedient to provide for the levy of a rate on private estates under the management of the Government to cover the cost of all Government establishments in so far as they are employed in the supervision and management of such estates, other than establishments specially entertained for any particular estate or group of estates, and to meet all contingent expenditure incurred by the Government in connection with such supervision and management; It is hereby enacted as follows:—

Title, extent and commencement.

1. (1) This Act may be called the Government Management of Private Estates Act, 1892.

(2) It extends to the whole of British India, inclusive of Upper Burma and British Baluchistan; and

(3) It shall come into force at once.

Definitions.

2. In this Act, unless there is something repugnant in the subject or context,—

(1) "immoveable property" includes land, buildings, hereditary allowances, rights to ways, lights, ferries, fisheries or any other benefit to arise out of land, and things attached to the earth or permanently fastened to anything which is attached to the earth, but not standing timber, growing crops or grass;

(2) "gross income" includes all receipts of every kind in produce or cash, except money borrowed, recoveries of principal and the proceeds of sale of immoveable property or of moveable property properly classed as capital: and

(3) "private estates under Government management" include—

(a) estates under the Court of Wards;

(b) encumbered estates under Government management;

(c) estates attached for default of payment of Government revenue;

(d) minors' estates placed under the guardianship of a revenue-officer of the Government by a Civil Court;

(e) estates managed by a Collector in pursuance of any order made under the Code of Civil Procedure: and XIV of 1882.

(f) all other estates made over to or taken under the management of a revenue-officer of the Government as such under any law for the time being in force or in virtue of any agreement.

Power to levy rate.

3. It shall be lawful for the Local Government—

(1) to levy on all private estates under Government management a rate, not exceeding five per cent. on the gross income, calculated, as nearly as may be possible, to cover—

(a) the cost of all Government establishments in so far as they may be employed in the supervision or management of such estates other than establishments specially entertained for the supervision or management of any particular estate or group of estates, and

(b) all contingent expenditure incurred in consequence of such supervision or management;

(2) from time to time to vary such rate; and

(3) to reduce or remit such rate in any special case or cases as may be equitable:

Provided that, in deciding the amount of the rate to be levied under this Act on any particular estate or group of estates, the Local

Government shall consider the expenditure incurred on special establishments for such estate or estates.

Power to levy special charges.

4. In cases where an officer of the Government is employed to give legal advice or to audit accounts on behalf of any estate, the Local Government, if it considers the services rendered to be of a special nature, may, in its discretion, direct a special charge to be made against that estate on account of such services, irrespective of the rate leviable under the last foregoing section.

Saving as to special expenditure.

5. Nothing in this Act shall apply to the cost of establishments specially entertained or to expenditure of any description specially incurred in respect of any particular estate or estates.

Validation of levy of past rates.

6. All rates for general supervision or management levied by any Local Government before the commencement of this Act shall be deemed to have been levied under this Act.

Power to make rules.

7. The Local Government may make any rules and issue any orders which may be necessary for carrying this Act into effect, and which are consistent therewith.

Exemption from jurisdiction of Courts.

8. Where any Government establishment is employed in such supervision as aforesaid, the Local Government shall be the sole judge of the cost attributable to such employment, and its decision thereon shall not be questioned in any Court of Law or otherwise.

Repeal.

9. Section 17 of the Court of Wards Act, 1879 (passed by the Lieutenant-Governor of Bengal in Council), and so much of Act III of 1881 (also passed by the Lieutenant-Governor of Bengal in Council) as relates to section 17 of the said Court of Wards Act, 1879, are hereby repealed. Ben. IX of 1879.

S. HARVEY JAMES,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

SIMLA, SATURDAY, OCTOBER 29, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART V.

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GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT,

The following Bill was introduced in the Council of the Governor General of India for the purpose of making Laws and Regulations on the 20th October, 1892:

NO. 13 OF 1892.

THE INDIAN MERCHANT SHIPPING BILL, 1892.

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The Indian Merchant Shipping Bill, 1892.

(Part I.—Chapter I.—Preliminary.—Sections 1-2.)

A Bill to consolidate and amend certain Indian enactments relating to Merchant Shipping and the carriage of passengers by sea.

WHEREAS it is expedient to consolidate and amend certain Indian enactments relating to Merchant Shipping and the carriage of passengers by sea; [Bill of 1867, preamble.]

It is hereby enacted as follows:—

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PRELIMINARY.

Title and commencement.

1. (1) This Act may be called the Indian Merchant Shipping Act, 1892; and

(2) Except as provided in section 6 and section 351, sub-section (2), it shall come into force on *the first day of April, 1893.*

Repeal.

2. (1) On and from the *first day of April, 1893*, the enactments mentioned in Part A of Schedule I shall be repealed to the extent specified in the third column thereof.

(2) But all offices *established or* constituted, officers appointed, persons nominated or authorised, powers conferred, ports and places appointed, directions given, rules, declarations and exemptions made, bonds executed, forms sanctioned, fees or scales fixed, investigations held, certificates granted, suspended or cancelled, agreements made, proceedings commenced and other things duly done under any enactment repealed by sub-section (1), *or under any enactment repealed by any enactment repealed by sub-section* (1), shall, *so far as may be practicable,* be deemed to have been respectively constituted, *established,* appointed, nominated, authorised, conferred, given, made, executed, sanctioned, fixed, held, granted, suspended or cancelled, commenced and done under this Act. [Act IX of 1879, s. 2; Act V of 1883, s. 2; Act VI of 1884, s. 3 (2); Act X of 1887, s. 4 (2); Bill of 1867, s. 2; Bill of 1882, s. 2.]

(3) For the purposes of sub-section (2), certificates *of the kinds mentioned in the first column of Schedule II,* granted under the Acts mentioned in that column, shall be deemed, respectively, to be certificates *of the kinds mentioned in the second column of that schedule,* and to have been granted under the provisions of this Act *mentioned respectively in the third column thereof.* [Act VI of 1884, s. 3 (3).]

(4) *Any enactment or document referring* to any *enactment* repealed by sub-section (1), *or to any enactment repealed by any enactment repealed by sub-section* (1), shall, so far as may be practicable, be *construed to refer* to this Act or the corresponding portion thereof. [Act VI of 1884, s. 4; Act X of 1887, s. 4 (3); and of Act XIII of 18[illegible], s. 2 (3).]

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(Part I.—Chapter I.—Preliminary.—Sections 3-5. Part II.—Chapter II.—Measurement and Registry of British Ships.)

Definitions.

3. In Parts II to IX, unless there is something repugnant in the subject or context,—

(*1*) "*ship*" *includes a steam-ship:*

[Act VII of 1884, s. 3.]

(*2*) "steam-ship" means every description of vessel used in navigation and propelled wholly or in part by the agency of steam:

[Act I of 1859, s. 118 am. by Act VI of 1891, s. 5); Bill of 1867, s. 3; Bill of 1882, s. 3.] Cf. 1854, s. 2.

(*3*) "home-trade ship" *means a* ship employed in trading between any ports in British India, or between any port in British India and any port or place on the continent of India or in the Straits Settlements or in the Island of Ceylon:

[Act I of 1859, s. 118 am. by Act VI of 1891, s. 5); Bill of 1867, s. 3; Bill of 1882, s. 3.] Cf. 1854, s. 2.

(*4*) "foreign-going ship" *means a* ship employed in trading between any port in British India and any port or place not being either in British India or on the continent of India or in the Straits Settlements or in the Island of Ceylon:

[Act I of 1859, s. 118; Act XIII of 1876, s. 2; Bill of 1867, s. 3; Bill of 1882, s. 3.] Cf. 1854, s. 2.

(*5*) "seaman" *means* every person (except masters, pilots, *harbour-masters* and apprentices) employed or engaged in any capacity on board any ship:

17 & 18 Vict., c. 104, &c.

(*6*) "*Board of Trade certificate*" *means a certificate, either of competency or service, as master, mate or engineer, as the case may be, granted by the Board of Trade under the Merchant Shipping Act, 1854, as amended by subsequent Acts:*

(*7*) "*Colonial certificate*" *means a certificate of competency as master, mate or engineer, as the case may be, granted—*

(*a*) *in British India, under Chapter IV of this Act, or*

(*b*) *in any other British Possession, under the authority of the Legislature of that Possession,*

32 & 33 Vict., c. 11. 17 & 18 Vict., c. 104, &c.

and which has been declared by Order in Council under the Merchant Shipping (Colonial) Act, 1869, to be of the same force as if it had been granted under the Merchant Shipping Act, 1854, and the Acts amending the same:

(*8*) "*local certificate*" *means—*

(*i*) *a certificate, either of competency or service, as master or mate, as the case may be, or*

(*ii*) *a certificate of competency as engineer or engine-driver, as the case may be,*

granted by a Local Government under Chapter IV of this Act and which has not been declared as aforesaid:

[Act IX of 1879, s. 3.] Bill of 1878.

(*9*) "Customs-collector" means a Customs-collector appointed under the Sea Customs Act, 1878, and includes, for the purposes of Chapter XXXV, any person appointed by the Local Government by name or by virtue of his office to discharge the functions of a Customs-collector under that chapter at any port:

[Act VII of 1884, s. 3.] Cf. 1854, s. 2, first clause.

(*10*) "passenger" includes any person carried in a ship other than the master and crew and the owner, his family and servants: and

[Act VII of 1880, s. 4; Act VII of 1884, s. 3.] Cf. 1876, s. 9, para. 2.

(*11*) "prescribed" means prescribed by a rule made under *this Act*.

Cf. 1889, s. 5.

Provisions as to steam-ships to apply to ships propelled by electricity, &c.

4. *The provisions of Parts II to IX with respect to steam-ships shall apply to ships propelled by electricity or other mechanical power, with such modifications as the Governor General in Council may, by notification in the Gazette of India, direct for purposes of adaptation.*

Exemption of public ships.

[Act I of 1859, s. 114; Act IX of 1879, s. 1; Act VII of 1880, ss. 3, 80; Act V of 1883, s. 5; Act VII of 1884, s. 5 (*c*); Act X of 1887, s. 2 (2) (i), (ii); Bill of 1867, s. 4; Bill of 1882, s. 4.] Cf. 1854, ss. 4, 396; 1855 (Passengers), s. 4.

5. (*1*) Nothing in *Parts II to IX*, except Chapters *II and* XVIII, shall apply to any ship belonging to, or in the service of, Her Majesty or the Government of India.

[Act IX of 1879, s. 1; Act X of 1887, s. 2 (2) (iii).]

(*2*) Nothing in Part VII or Part VIII shall apply to any ship of war belonging to any foreign Prince or State, and

[Act I of 1859, s. 114; Act VII of 1880, s. 80; Act V of 1883, s. 5; Act VII of 1884, s. 5 (*d*); Bill of 1867, s. 4; Bill of 1882, s. 4.]

nothing in *Parts II, III, IV, V, VI and IX*, except Chapter XVIII, shall apply to any ship belonging to any foreign Prince or State, *when employed mainly on the public service of the Prince or State.*

PART II.

CHAPTER II.

MEASUREMENT AND REGISTRY OF BRITISH SHIPS.

WHEREAS certain classes of British ships are now registered in British India under Act XIX of 1838, and others under Act X of 1841, as amended by Act XI of 1850 and other Acts, passed by the Governor General of India in Council;

17 & 18 Vict., c. 104.

And whereas, since the said Acts XIX of 1838 and X of 1841 were passed, provision has been made, by an Act of the Imperial Parliament called the Merchant Shipping Act, 1854, for the registry of British ships throughout Her Majesty's dominions, and certain classes of ships have long been registered in British India under the latter Act;

And whereas it is expedient that the said Act XIX of 1838 and so much of Act X of 1841, as amended by subsequent Acts, as relates to the registry of British ships, should be repealed, and that such registry should in future be made in all cases under the said Merchant Shipping Act, 1854, as amended for the time being by subsequent Acts;

And whereas it is enacted in section 547 of the said Merchant Shipping Act, 1854, that "the legislative authority of any British Possession shall have power, by any Act or Ordinance, confirmed by Her Majesty in Council, to repeal wholly or in part, any provisions of this Act relating to ships registered in such

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(Part II.—Chapter II.—Measurement and Registry of British Ships.—Sections 6-12.)

Possession; but no such Act or Ordinance shall take effect until such approval has been proclaimed in such Possession, or until such time thereafter as may be fixed by such Act or Ordinance for the purpose;"

18 & 19 Vict., c. 91, &c. 17 & 18 Vict., c. 104. *And whereas, by an Act of the Imperial Parliament called the Merchant Shipping Act Amendment Act, 1855, and later Acts of Parliament, certain provisions in the Merchant Shipping Act, 1854, relating to the registry of British ships have been amended, and it is directed that the said Acts shall be construed as one with the said Merchant Shipping Act, 1854;*

And whereas it is expedient that certain provisions of the said Merchant Shipping Act, 1854, and of Acts amending the same, should be repealed in view of the application of the said Acts to the registry of British ships in British India, and that other provisions should be enacted in place thereof;

It is hereby enacted as follows:—

Commencement. 6. *This chapter shall come into force—*

(a) if Her Majesty's approval has been published in the Gazette of India on or before the first day of April, 1893, then on that day, or

(b) if Her Majesty's approval has not been so published on or before that day, then on the day on which Her Majesty's approval is so published.

Repeal. 7. *(1) On and from the commencement of this chapter, the enactments mentioned in Part B of Schedule I shall be repealed to the extent specified in the third column thereof.*

17 & 18 Vict., c. 104, &c. *(2) Any enactment or document referring to any enactment repealed by sub-section (1) shall, so far as may be practicable, be construed to refer to the Merchant Shipping Act, 1854, as amended by subsequent Acts (including this chapter).*

Meaning of "native coasting-ship." 8. *In this chapter, "native coasting-ship" means a sailing ship not square rigged, which is owned by one or more Indian subjects of Her Majesty and is a coasting-vessel within the meaning of the Sea Customs Act, 1878.* VIII of 1878.

Re-registration of ships registered under Indian Acts. 17 & 18 Vict., c. 104. 9. *(1) Section 19, clause (1), and section 20 of the Merchant Shipping Act, 1854, are hereby repealed.*

(2) Any British ship registered under Act XIX of 1838 or Act X of 1841 may, within a period of twelve months after the commencement of this chapter,

Cf. 1873, s. 3, last proviso. *or, if the ship is not within a port of registry in British India at any time before the expiration of the said period, then within one month after her next return to a port of registry in British India,*

17 & 18 Vict., c. 104, &c. *be re-registered under the Merchant Shipping Act, 1854, as amended by subsequent Acts (including this chapter).*

(3) No fee shall be payable for the measurement of the tonnage of any ship for the purposes of re-registration under sub-section (2).

(4) If any ship registered under Act XIX of 1838 or Act X of 1841 is not re-registered as provided by sub-section (2), she shall cease to be recognised as a British ship:

Provided that this sub-section shall not apply in the case of any ship referred to in section 10.

Registration of inland ships not to be required. 10 *(1) Notwithstanding anything in section 19 of the Merchant Shipping Act, 1854, it shall not be obligatory on any person to register under that Act any British ship which is for the time being registered under Bombay Act I of 1863 (an Act for the registry of vessels and levy of pilotage fees on the river Indus) or any other British ship which plies solely on inland water.* 17 & 18 Vict., c. 104.

(2) The expression "inland water" means any canal, river, lake or navigable water in British India. Cf. Act VI of 1884, s. 5, clause (3) (am. by Act III of 1890, s. 1) and clause (4) and s. 65.

(3) The Local Government may, by notification in the official Gazette, define how much of any tidal water shall be deemed to be an inland water for the purposes of this section.

Measurement and marking of tonnage of native coasting-ships. 11. *(1) So far as regards any ship the tonnage of which is measured, ascertained and marked in accordance with rules made under sub-section (2), the rules and orders on the same subjects prescribed by or under the Merchant Shipping Act, 1854, as amended by subsequent Acts of the Imperial Parliament, are hereby repealed.* 17 & 18 Vict., c. 104, &c.

(2) The Local Government may make rules to provide for measuring and ascertaining, whether for the purpose of registry or otherwise, the tonnage of native coasting-ships, and for marking the tonnage on such ships; and it shall be optional to the owner of any such ship to have her tonnage measured, ascertained and marked in accordance either with rules made under this sub-section or with the rules and orders referred to in sub-section (1). [Act XI of 1850, s. 3.]

(3) Rules made under sub-section (2) may provide, among other matters, that if any alteration be made in a native coasting-ship after she has been registered in pursuance of the said rules the certificate of registry shall be cancelled and the ship re-measured in accordance with the said rules.

(4) The word "alteration" in sub-section (3) means any change, whether temporary or permanent, either in the structure of a native coasting-ship or in the use to which any part of a native coasting-ship is put, by which the capacity of the ship for carrying cargo is, either directly or indirectly, increased.

Substitution of Local Government for Board of Trade. 12. *(1) The references to the Board of Trade in the following enactments, namely:—*

(a) the Merchant Shipping Act, 1854, section 21, clause (4), 17 & 18 Vict., c. 104.

(b) the Merchant Shipping Act, 1854, section 23, clause (b), section 28 and section 29 (so far as it relates to the making of regulations for the purpose of the survey and admeasurement of ships),

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(Part II.—Chapter II.—Measurement and Registry of British Ships.—Sections 13-16.)

as amended by the Merchant Shipping Act, 1872, section 3, [35 & 36 Vict., c. 73.]

(c) the Merchant Shipping Act Amendment Act, 1855, section 14, as amended by the Merchant Shipping Act, 1872, section 3, [18 & 19 Vict., c. 91. 35 & 36 Vict., c. 73.]

(d) the Merchant Shipping Act, 1871, sections 5 and 6, [34 & 35 Vict., c. 110.]

(e) the Merchant Shipping Act, 1872, section 15 (so far as it relates to surveyors), [35 & 36 Vict., c. 73.]

(f) the Merchant Shipping Act, 1873, sections 3, 5 and 6, [36 & 37 Vict., c. 85.]

(g) the Merchant Shipping Act, 1876, section 23, and [39 & 40 Vict., c. 80.]

(h) the Merchant Shipping (Tonnage) Act, 1889, [52 & 53 Vict., c. 43.]

are hereby repealed; and the said enactments shall, in their application to British India, be read and construed as if the Local Government were therein named instead of the Board of Trade. [Act X of 1841, s. 11 (am. by Act VII of 1891, s. 2).]

(2) Section 29 of the Merchant Shipping Act, 1854, in so far as it relates to the appointment of persons to superintend the survey and admeasurement of ships, and section 13 of the Merchant Shipping Act, 1872, are hereby repealed. [17 & 18 Vict., c. 104. 35 & 36 Vict., c. 73.]

13. *(1) Clauses (3), (4), (5) and (7) of section 9 of the Merchant Shipping Act, 1867, are hereby repealed.* [Deduction from register tonnage on account of crew space.] [30 & 31 Vict., c. 124.]

(2) No place in any British ship registered in British India which is occupied by seamen or apprentices engaged under this Act and appropriated to their use shall be deemed to be such as to authorise a deduction from register tonnage, unless there is or are in the ship one or more properly constructed privy or privies for the use of the crew; such privy or privies to be of such number and of such construction as may be approved by a surveyor appointed under section 3 of the Colonial Shipping Act, 1868. [31 & 32 Vict., c. 129.]

(3) If any deduction as aforesaid is claimed in respect of any such place as aforesaid, such place shall, whenever the ship is registered or re-registered in British India, be inspected by a surveyor appointed as aforesaid, who shall, if satisfied that the same is in all respects such as is required by section 113 of this Act, give to the Registrar a certificate to that effect, and thereupon the area of such place shall be deducted from the register tonnage:

(4) Provided that no such deduction shall be authorised unless there is permanently cut in a beam, and cut in or painted on or over the doorway or hatchway of such place, the number of men which it is constructed to accommodate, with the words "Certified to accommodate seamen."

(5) Upon any complaint concerning any such place as aforesaid, any surveyor appointed as aforesaid may inspect the same, and, if he finds that any of the provisions of section 113 of this Act with respect thereto are not complied with, he shall report the fact to the Registrar at the port where the ship is registered, and thereupon the register tonnage shall be altered, and the deduction aforesaid disallowed, unless and until it is certified by the same surveyor, or by some other surveyor appointed as aforesaid, that the provisions of the said section in respect of such place are fully complied with.

14. *(1) The following enactments, namely:—* [Fees.]

(a) section 92 of the Merchant Shipping Act, 1854 (as amended by section 4 of the Merchant Shipping Act, 1872), [17 & 18 Vict., c. 104.]

(b) section 107 of the Merchant Shipping Act, 1854, [35 & 36 Vict., c. 73.]

(c) section 14 of the Merchant Shipping Act Amendment Act, 1855; and [18 & 19 Vict., c. 91.]

(d) section 30 of the Merchant Shipping Act, 1873, [36 & 37 Vict., c. 85.]

are hereby repealed in so far as they relate to the fees referred to in sub-sections (2) and (3) of this section.

(2) The fees payable in British India in respect of the matters mentioned in Schedule III shall be such sums, not exceeding those specified in that Schedule, as the Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, appoint.

(3) The fee payable in British India for a certified copy of a document furnished by a Registrar or other person under section 107 of the Merchant Shipping Act, 1854, shall be such sum, not exceeding eight annas, as the person furnishing the copy may think fit to demand. [17 & 18 Vict., c. 104.]

15. *(1) Clause (5) of section 30 of the Merchant Shipping Act, 1854, and section 6 of the Merchant Shipping (Colonial) Act, 1869, are hereby repealed.* [Registrars.] [17 & 18 Vict., c. 104. 32 & 33 Vict., c. 11.]

(2) The following persons are required to register British ships in British India, and shall be deemed Registrars for the purposes of the Merchant Shipping Act, 1854, as amended by subsequent Acts (including this Part), that is to say: [Act X of 1841, s. 3 (am. by Act VII of 1891, s. 2).] [17 & 18 Vict., c. 104, &c.]

at the ports of Calcutta, Madras, Bombay, Karachi, Aden and Rangoon, the Port Officer or any other person appointed by the Local Government in this behalf by notification in the official Gazette, and

at any other port which has been approved under section 31 of the Merchant Shipping Act, 1854, as explained by section 3 of the Merchant Shipping (Miscellaneous) Act, 1887, for the registry of ships, any person appointed by the Local Government in this behalf by a like notification. [50 & 51 Vict., c. 62.]

16. *(1) Sections 55, 57, and 66 to 83 (both inclusive) of the Merchant Shipping Act, 1854, are hereby repealed, so far as regards native coasting-ships.* [Transfers, transmissions and mortgages of native coasting-ships.] [17 & 18 Vict., c. 104.]

(2) Section 60 of the said Act shall apply to declarations made under section 56 by transferees of native coasting-ships or shares therein, as well as to declarations made under section 58.

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(Part II.—Chapter II.—Measurement and Registry of British Ships.—Section 17. Part III.—Masters, Seamen and Apprentices.—Chapter III.—Mercantile Marine Offices.—Sections 18-21.)

Space occupied by deck-cargo to be liable to dues. 39 & 40 Vict., c. 80.

17. *The following portions of the Merchant Shipping Act, 1876, namely:—*

(a) in section 23, the words and figures "other than home-trade ships as defined by the Merchant Shipping Act 1854," and 17 & 18 Vict., c. 104.

(b) in section 44, the words "and the provisions of this Act relating to deck-cargo shall not apply to deck-cargo carried by a ship while engaged in the coasting trade of any British Possession,"

are hereby repealed.

PART III.

MASTERS, SEAMEN AND APPRENTICES.

[Act I of 1859, preamble; Bill of 1882, preamble.] 17 & 18 Vict., c. 104.

Whereas by section 288 of an Act of the Imperial Parliament called the Merchant Shipping Act, 1854, it is enacted that "if the Governor General of India in Council, or the respective Legislative Authorities in any British Possession abroad, by any Acts, Ordinances or other appropriate legal means, apply or adapt any of the provisions in the Third Part of this Act contained to any British ships registered at, trading with or being at any place within their respective jurisdictions, and to the owners, masters, mates and crews thereof, such provisions, when so applied and adapted as aforesaid, and as long as they remain in force, shall, in respect of the ships and persons to which the same are applied, be enforced, and penalties and punishments for the breach thereof shall be recovered and inflicted, throughout Her Majesty's dominions, in the same manner as if such provisions had been hereby so adapted and applied, and such penalties and punishments had been hereby expressly imposed;"

25 & 26 Vict., c. 63, &c. 17 & 18 Vict., c. 104.

And whereas by an Act of the Imperial Parliament called the Merchant Shipping Act Amendment Act, 1862, and later Acts of Parliament, certain of the said provisions have been amended, and it is directed that the said Acts shall be construed as one with the said Merchant Shipping Act, 1854;

And whereas certain of the said provisions have, by Act I of 1859 (an Act for the amendment of the law relating to Merchant Seamen) and later Acts passed by the Governor General of India in Council, been applied or adapted as aforesaid;

And whereas it is expedient that the provisions of the said Acts passed by the Governor General of India in Council relating to British ships and the owners, masters, mates and crews thereof should be re-enacted with the amendments hereinafter appearing;

And whereas, by the said Act I of 1859 and later Acts passed by the Governor General of India in Council, certain provisions were enacted with respect to foreign ships and the owners, masters, mates and crews thereof, and it is expedient that the said provisions should be re-enacted with the amendments hereinafter appearing;

It is hereby enacted as follows:—

CHAPTER III.

MERCANTILE MARINE OFFICES.

Mercantile Marine Offices and establishments. [Act I of 1859, ss. 2, 3; Bill of 1867, ss. 100, 101; Bill of 1882, ss. 5, 6.] Cf. 1854, s. 122; 1862, s. 15.

18. *(1) A Mercantile Marine Office* shall be established at such ports as the Governor General in Council may deem necessary.

(2) For every such office there shall be a Superintendent, with such *Deputy Superintendents*, clerks and servants *(if any)* as the Local Government may *consider necessary.*

(3) Superintendents and *Deputy Superintendents of Mercantile Marine Offices* shall be appointed by the Local Government.

(4) Every act done by or before a *Deputy Superintendent* shall have the same effect as if done by or before a *Superintendent.*

Power to direct that business of Mercantile Marine Office be transacted at Custom-house or elsewhere. [Act I of 1859, s. 8; Bill of 1867, s. 106; Bill of 1882, s. 11.] Cf. 1854, s. 128; 1862, s. 15.

19. The Local Government may direct that, at any *port* at which no separate *Mercantile Marine Office* is established, the whole or any part of the business of the *Mercantile Marine Office* shall be conducted at the Custom-house, or at the office of the *Port Officer*, or at such other office as the *Local* Government shall direct, and thereupon the same shall be there conducted accordingly;

and in respect of such business such Custom-house or office as aforesaid shall for all purposes be deemed to be a *Mercantile Marine Office,* and the officer to whom such business is committed shall for all purposes be deemed to be a *Superintendent of a Mercantile Marine Office* within the meaning of this Act.

Power to dispense with superintendence of Superintendent of Mercantile Marine Office. [Bill of 1867, s. 107.] Cf. 1854, s. 130; 1862, s. 15.

20. *The Local Government may, by special order in any particular case, dispense with the transaction before a Superintendent of a Mercantile Marine Office or in a Mercantile Marine Office of any matters required by this Act to be so transacted; and thereupon such matters shall, if otherwise duly transacted in accordance with law, be as valid as if transacted before a Superintendent of, or in, a Mercantile Marine Office.*

Business of Superintendents of Mercantile Marine Offices. [Act I of 1859, s. 4; Bill of 1867, s. 102; Bill of 1882, s. 7.] Cf. 1854, ss. 124, 141; 1862, s. 15.

21. It shall be the general business of *Superintendents of Mercantile Marine Offices*—

(*a*) to superintend and facilitate the engagement of seamen for, and the discharge of seamen from, British ships, in manner hereinafter mentioned,

(*b*) to provide means for securing the presence on board at the proper times of men who are so engaged,

(*c*) to give to all persons desirous of apprenticing boys to the sea-service, and duly authorised so to do by Act XIX of 1850 (*concerning the binding of apprentices*), and also to owners and masters of British ships requiring apprentices, such assistance as may be in their power for facilitating the making of such apprenticeships, and

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(Part III.—Masters, Seamen and Apprentices.—Chapter III.—Mercantile Marine Offices.—Sections 22-23. Chapter IV.—Examination of, and Grant of Certificates to, Masters, Mates, Engineers and Engine-drivers.—Sections 24-26.)

(*d*) to perform such other duties relating to seamen and British or foreign ships as are *for the time being* committed to them by or under this Act or the Merchant Shipping Acts, 1854 *to 1892*.

17 & 18 Vict., c. 104, &c.

[Act I of 1859, ss. 5, 6, 25; 116; Bill of 1867, ss. 103, 104, 125, 129; Bill of 1882, ss. 8, 9, 32, 38.] Cf. 1854, ss. 125, 126, 154; 1862, s. 15.

Fees to be paid upon engagements and discharges of seamen.

22. (*1*) Such fees, not exceeding those specified in Table A in Schedule IV, as may be fixed by the Local Government *with the previous sanction of the Governor General in Council and published in the local official Gazette* shall be payable—

(*a*) by owners or masters of British ships, upon all engagements and discharges of seamen effected. before *a Superintendent of a Mercantile Marine Office*, and

(*b*) by masters of foreign ships, upon all engagements *and discharges before a Superintendent of a Mercantile Marine Office* of seamen who have been engaged under section 63.

(*2*) Scales of the fees payable for the time being shall be conspicuously placed in the *Mercantile Marine Offices*; and all *Superintendents, Deputy Superintendents*, clerks and servants may refuse to proceed with any engagement unless the fees payable thereon are first paid.

(*3*) Any owner or master who has paid the fees fixed under sub-section (*1*) in respect of any engagement or discharge of seamen may, for the purpose of in part reimbursing himself, deduct, in respect of each such engagement or discharge, from the wages of all seamen so engaged or discharged, and retain, any sums not exceeding the sums specified in that behalf in Table B in Schedule IV:

Provided *as follows*:—

(*i*) *if the Local Government has in any case fixed, under sub-section (1), fees lower than those specified in the said Table A, the sums which may be deducted and retained by owners or masters shall not exceed such sums as may be fixed in this behalf by the Local Government with the previous sanction of the Governor General in Council and published in the local official Gazette*;

(*ii*) *the sums so fixed shall bear as nearly as may be the same proportion to the sums specified in the said Table B as the fees fixed under sub-section (1) bear to the fees specified in the said Table A*;

(*iii*) if in any case the sums which *an owner or master* is authorised by this sub-section to deduct exceed the amount of the fee payable by him, such excess shall be paid by him to the *Superintendent* in addition to such fee.

(*4*) For the purpose of determining the fees to be paid upon the engagement and discharge of seamen engaged under a running agreement made under Chapter VII, the crew shall be considered to be engaged when the agreement is first signed, and to be discharged on the termination of the agreement; and all intermediate engagements and discharges shall be considered to be engagements and discharges of single seamen.

(5) In sub-section (4) "termination" means, when an agreement has been renewed under section 61, the termination of the period for which the agreement has been so renewed.

(6) The Local Government, with the previous sanction of the Governor General in Council, may, if it thinks fit, at any time abolish or suspend, by notification in the local official Gazette, the fees payable under sub-section (1) upon engagements and discharges; and in the event of such abolition, or during such suspension, no deduction shall be made under sub-section (3) from the wages of any person engaged or discharged. Cf. 1882 (Expenses), s. 6.

Penalty on Superintendent, &c., taking other remuneration.

23. Any *Superintendent or Deputy Superintendent*, or any clerk or servant in a *Mercantile Marine Office*, who demands or receives any remuneration whatever, either directly or indirectly, for hiring or supplying any seaman for any ship, excepting the fees payable under *section 22*, shall be punished with fine which may extend to two hundred rupees, and shall also be dismissed from his office.

[Act I of 1859, s. 7; Bill of 1867, s. 105; Bill of 1882, s. 10.] Cf. 1854, s. 127; 1862, s. 15.

CHAPTER IV.

EXAMINATION OF, AND GRANT OF CERTIFICATES TO, MASTERS, MATES, ENGINEERS AND ENGINE-DRIVERS.

Appointment of examiners.

24. The Local Government may appoint persons for the purpose of examining the qualifications of persons desirous of obtaining—

(*a*) certificates of competency as masters or mates, or

(*b*) certificates of competency as engineers or engine-drivers.

[Act I of 1859, ss. 9, 10; Act VII of 1884, s. 26; Bill of 1867, ss. 108, 109; Bill of 1882, ss. 12, 13.] Cf. 1854, ss. 131, 132; 1862, s. 6.

Grant of certificates of competency as master, mate, engineer or engine-driver.

25. The Local Government shall grant—

(*a*) to every person who is reported by the examiners to *possess the necessary qualifications* and to have given satisfactory evidence of his sobriety, experience, ability and general good conduct on boardship, a certificate of competency to the effect that he is competent to act as master or *first* mate or *only* mate *or second mate* of a foreign-going ship, or as master or mate of a home-trade ship, as the case may be, and

(*b*) to every person who is reported by the examiners to possess the necessary qualifications *and to have given satisfactory evidence of his sobriety, experience and ability* a certificate of competency to the effect that he is competent to act as a first-class engineer, or as a second-class engineer, or as an engine-driver, as the case may be:

Provided that the Local Government may, in any case in which it has reason to believe that the report has been unduly made, require, before granting a certificate, a re-examination of the applicant or a further enquiry into his testimonials and character.

[Act I of 1859, s. 11 (am. by Act V of 1883, s. 35); Act VII of 1884, s. 27(1); Bill of 1867, s. 110; Bill of 1882, s. 14.] Cf. 1854, s. 134; 1862, s. 8.

Grant of local certificates of service as master or mate of a foreign-going ship.

26. (*1*) *Local* certificates of service, differing in form from certificates of competency, shall be granted by the Local Government as follows, that is to say,—

(*a*) any person who has attained or shall attain the rank of lieutenant,

[Act I of 1859, s. 12 (am. by Act VI of 1891, s. 1); Bill of 1867, s. 111; Bill of 1882, s. 15.] Cf. 1854, s. 135.

The Indian Merchant Shipping Bill, 1892.
(Part III.—Masters, Seamen and Apprentices.—Chapter IV.—Examination of, and Grant of Certificates to, Masters, Mates, Engineers and Engine-drivers.—Sections 27-30.) Chapter V.—Ships required to carry Certificated Officers.—Sections 31-32.)

master, passed mate or second mate, or any corresponding or higher rank, in the service of Her Majesty, or the rank of commander or first grade officer in the *Royal* Indian Marine, shall be entitled to a *local* certificate of service as master for *a* foreign-going ship :

(*b*) any person who has attained or shall attain the rank of second grade officer in the *Royal* Indian Marine shall be entitled to a *local* certificate of service as *first* mate for *a* foreign-going ship.

(*2*) *A certificate of service granted under this section shall have the same effect as a local certificate of competency granted under section 25, clause (a).*

[Act I of 1859, s. 15; Act VII of 1884, ss. 27 (2), 29; Bill of 1867, s. 114; Bill of 1882, s. 18.] Cf. 1854, s. 138; 1862, s. 10.

Certificates to be in prescribed form and to be made in duplicate.

27. Every certificate of competency or service *granted under this chapter shall be in the prescribed form, and* shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificate, and the other shall be kept *by the Local Government* and recorded in the prescribed manner.

[Act I of 1859, s. 15; Bill of 1867, s. 114; Bill of 1882, s. 18.] Cf. 1854, s. 138; 1862, s. 10.

Record of orders affecting certificates.

28. A note of all orders made for suspending, cancelling, altering or otherwise affecting any certificate *of competency or service* in pursuance of the powers contained in this Act shall be entered *on the copy of the certificate kept by the Local Government.*

[Act I of 1859, s. 16; Act VII of 1884, s. 30; Bill of 1867, s. 115; Bill of 1882, s. 19] Cf. 1854, s. 139; 1862, s. 10.

Copy of certificate to be granted in certain cases.

29. Whenever a master, mate, engineer or engine-driver proves, to the satisfaction of the Local Government which granted his certificate, that he has, without fault on his part, lost or been deprived of it, a copy of the certificate to which, by the record kept as provided by law, he appears to be entitled shall be granted to him, and shall have all the effect of the original.

[Act I of 1859, s. 10 (am. by Act V of 1883, s. 34); Act VII of 1884, s. 36; Bill of 1867, s. 109; Bill of 1882, s. 13.] Cf. 1854, ss. 131 to 133; 1862, ss. 6, 7, 10 (and 1854, s. 138); 1887, s. 2.

Power to make rules as to grant of certificates of competency or service.

30. (*1*) The *Governor General in Council* may make rules to regulate the granting of certificates of competency under this chapter, and may by such rules—

(*a*) provide for the conduct of the examination of persons desirous of obtaining certificates of competency as masters, mates, engineers or engine-drivers ;

(*b*) prescribe the qualifications to be respectively required of persons desirous of obtaining certificates of competency as masters, *first* mates, *only* mates, *second mates,* first-class engineers, second-class engineers, or engine-drivers ;

(*c*) fix the fees to be paid by all applicants for examination ; and

(*d*) prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

[Act VI of 1884, s. 29 (am. by Act XIII of 1891, s. 1).]

(*2*) *The Governor General in Council may also make rules with respect to the grant of local certificates of service to masters and mates under this chapter, and may by such rules—*

(*e*) *fix the fees to be paid for such certificates, and*

(*f*) *prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.*

CHAPTER V.

SHIPS REQUIRED TO CARRY CERTIFICATED OFFICERS.

British ships required to carry certificated master and mate or mates.

[Act I of 1859, ss. 13, 14; Bill of 1867, ss. 112, 113; Bill of 1882, ss. 16, 17.] Cf. 1854, ss. 136, 137; Board of Trade's Instructions to Superintendents, No. 359 a, dated March, 1889.

31. (*1*) A foreign-going British ship shall not proceed to sea from any port in British India unless *she has, as her* master, *a person* possessing a *Board of Trade, Colonial or local* certificate *as master of a foreign-going ship.*

(*2*) A foreign-going British ship *of a burden of one hundred tons or upwards* shall not proceed to sea from any port in British India unless *she has*—

(*a*) *as her* only mate, *a person* possessing a *Board of Trade, Colonial or local* certificate as *only mate or first* mate *or master of a foreign-going ship*, or

(*b*) *as her* first *and second* mates, *two* certificated mates,

(*i*) the first possessing a *Board of Trade, Colonial or local* certificate as *first* mate *or master of a foreign-going ship, and*

(*ii*) *the second possessing a Board of Trade, Colonial or local certificate as second mate or only mate or first mate or master of a foreign-going ship.*

(*3*) *A home-trade British ship carrying passengers*, or a home-trade British ship of a burden *of one hundred tons or upwards not carrying passengers*, shall not proceed to sea from any port in British India unless she has, *as her* master, *a person* possessing a *local* certificate as master of a home-trade ship, or a *Board of Trade, Colonial or local certificate as master of a foreign-going ship.*

(*4*) A home-trade British ship of a burden *of one hundred tons or upwards* shall not proceed to sea from any port in British India unless *she has, as her* only or first mate, *a person* possessing a *local* certificate as mate *or master* of a home-trade ship, or a *Board of Trade, Colonial or local certificate as only mate, first mate or master of a foreign-going ship.*

[Act V of 1883, s. 37; Bill of 1867, s. 116; Bill of 1882, s. 20.]

(*5*) *This section* shall not apply to any *sailing* ship *not carrying passengers which* is navigated and manned exclusively by Arabs, lascars or other Asiatic masters and seamen.

British steam-ships required to carry certificated engineers, engineer or engine-driver.

[Act VII of 1884, ss. 31, 32, 33; Bill of 1867, s. 112.] Cf. 1862, s. 5 (*1*) to (*4*).

32. (*1*) A *foreign-going* British steam-ship shall not proceed to sea from any port in British India unless she has,—

(*a*) if the steam-ship has engines of one hundred nominal horse-power or

The Indian Merchant Shipping Bill, 1892.
(Part III.—Masters, Seamen and Apprentices.—Chapter V.—Ships required to carry Certificated Officers.—Sections 33-34. Chapter VI.—Suspension and Cancellation of Certificates of Masters, Mates, Engineers and Engine-drivers, and Grant of New Certificates.—Sections 35-36.)

upwards, as her first and second engineers, two certificated engineers,—

(*i*) the first possessing a *Board of Trade, Colonial or local* certificate as first-class engineer, and

(*ii*) the second possessing a *Board of Trade, Colonial or local* certificate as second class engineer or *first class engineer ;*

(*b*) if the steam-ship has engines of under one hundred nominal horse-power, as her only or first engineer, an engineer possessing a *Board of Trade, Colonial or local* certificate as second-class engineer or *first-class engineer.*

(*2*) A *home-trade* British steam-ship shall not proceed to sea from any port in British India unless she has,—

(*c*) if the steam-ship has engines of fifty nominal horse-power or upwards, as her only or first engineer, an engineer possessing a *Board of Trade, Colonial or local* certificate as second-class engineer or *first-class engineer* ;

(*d*) if the steam-ship has engines of under fifty nominal horse-power, as her engineer, a person possessing a *local* certificate as engine-driver, or a *Board of Trade, Colonial or local* certificate as *second-class engineer or first-class engineer.*

(*3*) This section shall not apply to any steam-ship to which the provisions of Part X are applicable.

[Act VII of 1884, ss. 31, 32.] Cf. 1854, s. 291; 1862, s. 5 (4).

Foreign steam-ships required to carry British certificated master, mate, engineer or engine-driver.

33. (*1*) A foreign steam-ship shall not carry passengers from any port in British India to any other port in British India unless she has—

(*a*) *as her master, a person possessing a local certificate as master of a home-trade ship or a Board of Trade, Colonial or local certificate as master of a foreign-going ship ;*

(*b*) *if the steam-ship is of a burden of one hundred tons or upwards, as her only or first mate, a person possessing a local certificate as mate or master of a home-trade ship or a Board of Trade, Colonial or local certificate as mate or master of a foreign-going ship ;*

(*c*) if the steam-ship has engines of fifty nominal horse-power or upwards, as her only or first engineer, an engineer possessing a *Board of Trade, Colonial or local* certificate as second-class engineer or *first-class engineer ;*

(*d*) if the steam-ship has engines of under fifty nominal horse-power, as her engineer, a person possessing a *local* certificate as engine-driver or a *Board of Trade, Colonial or local* certificate as *second-class engineer or first-class engineer :*

Provided that the Local Government may by notification in the official Gazette,—

(*i*) *exempt from the operation of clause* (*a*), *clause* (*b*), *clause* (*c*) *or clause* (*d*) *any foreign steam-ship having, as her master, or as her only or first mate, or as her only or first engineer, as the case may be, a master, mate or engineer possessing a certificate which is recognised by the Local Government as valid under the law of the country to which the ship belongs, and*

(*ii*) *cancel any such exemption ;*

but no application for such an exemption shall be refused, and no such exemption shall be made or cancelled, without the previous sanction of the Governor General in Council.

(*2*) *So much of this section as relates to engineers or engine-drivers* shall not apply to any steam-ship to which the provisions of Part X are applicable. [Act VII of 1884, s. 33.]

Penalty for serving, or engaging a person to serve, as master, mate, engineer or engine-driver without a certificate.

34. (*a*) If any person who has been engaged to serve in any of the capacities referred to in section 31, section 32 or section 33 in any ship to which those sections apply, respectively, proceeds in the ship in that capacity without being at the time entitled to, and possessed of, the certificate thereby required, or

[Act I of 1859, s. 13; Act VII of 1884, s. 34; Bill of 1867, s. 112; Bill of 1882, s. 16.] Cf. 1854, s. 136; 1862, s. 5 (5).

(*b*) if any person employs any person in any capacity referred to in section 31, section 32 or section 33 in any ship to which those sections apply, respectively, without ascertaining that he is at the time entitled to, and possessed of, the certificate thereby required,

he shall be punished with fine which may extend to five hundred rupees.

CHAPTER VI.

SUSPENSION AND CANCELLATION OF CERTIFICATES OF MASTERS, MATES, ENGINEERS AND ENGINE-DRIVERS, AND GRANT OF NEW CERTIFICATES.

Saving of powers conferred by English Acts and Orders in Council in reference to Board of Trade and Colonial certificates.

35. Nothing in this Act shall affect— [Act V of 1883, s. 18; Bill of 1882, s. 147.]

(*a*) the powers conferred by the Merchant Shipping Acts, 1854 to *1892,* on Courts *making* investigations *referred to in* section 260 or section 263 or *holding enquiries under* section 262 of this Act to suspend or cancel *Board of Trade or Colonial* certificates, *or* 17 & 18 Vict., c. 104, &c.

(*b*) *any powers conferred on any Local Government by Order in Council made under the Merchant Shipping* (*Colonial*) *Act, 1869, for dealing with, or granting Colonial certificates in place of, Board of Trade or Colonial certificates which have been suspended or cancelled.* 32 & 33 Vict., c. 11.

Power to issue local certificates in lieu of Board of Trade or Colonial certificates which have been suspended or cancelled.

36. (*1*) When any Court referred to in clause (*a*) of section 35 suspends or cancels any *Board of Trade or Colonial* certificate, the Local Government may, if it thinks fit, whether or not a recommendation to that effect has been made by the Court, grant, without examination, to the holder of the certificate, when the certificate is a certificate [Act V of 1883, s. 19; Bill of 1882, s. 147.]

The Indian Merchant Shipping Bill, 1892.
(Part III.—Masters, Seamen and Apprentices.—Chapter VI.—Suspension and Cancellation of Certificates of Masters, Mates, Engineers and Engine-drivers, and Grant of New Certificates.—Sections 37-43.)

as master, a *local* certificate *of competency* as mate, and, when the certificate is a certificate as mate or engineer, a *local* certificate *of competency* as mate or engineer, as the case may be, of a grade lower than that which he held at the time of the suspension or cancellation :

Provided that the power conferred by this sub-section shall not be exercised by any Local Government which is for the time being empowered to grant Colonial certificates in place of Board of Trade or Colonial certificates which have been suspended or cancelled.

(2) A certificate granted under sub-section (1) shall have the same effect as if it had been granted after examination.

[Act V of 1883, s. 24A (1), (2) (added by Act VI of 1891, s. 13); Bill of 1867, ss. 195, 196; Bill of 1882, s. 148.] Cf. 1862, s. 23; 1882 (Colonial Inquiries), s. 5.

Power for Court to suspend or cancel local certificates of masters, mates or engineers.

37. (1) A *local* certificate (whether of competency or service) granted to a master, mate or engineer may, if a Court conducting an investigation under *Chapter XXVII* finds that the loss, abandonment or stranding of or damage to any ship, or loss of life, has been caused by the wrongful act or default of the master, mate or engineer, or that he is incompetent or has been guilty of any gross act of drunkenness, tyranny or other misconduct, be suspended or cancelled by the Court :

Provided that the Court shall not suspend or cancel a certificate unless the holder of the certificate was furnished before the commencement of the investigation with the copy of the report or statement required by section 262 or section 263, as the case may be.

(2) At the conclusion of the investigation, or as soon afterwards as possible, the Court shall state in open sitting the decision to which it may have come with respect to the suspension or cancellation of any certificate.

[Act V of 1883, s. 20 (rep. in part by Act VI of 1891, s. 12); Bill of 1867, s. 199; Bill 1882, s. 148.] Cf. 1854, s. 242; 1862, s. 23 (2); 1882 (Colonial Inquiries), ss. 5, 7.

Power for Local Government to suspend or cancel local certificates of masters, mates or engineers.

38. A *local* certificate (whether of competency or service) granted to a master, mate or engineer may be suspended or cancelled, either by the Local Government which granted the same or by any other Local Government, in *any of* the following cases, that is to say :—

17 & 18 Vict., c. 104, &c.

(a) if, on any investigation made *beyond British India* under the Merchant Shipping Acts, 1854 to *1892*, or on any investigation made *beyond British India* by any Court or tribunal for the time being authorised by the Legislature of any British Possession to make inquiry into charges of incompetency or misconduct on the part of masters, mates or engineers of ships, or as to shipwrecks or other casualties affecting ships, the Court or tribunal reports that the master, mate or engineer is incompetent, or has been guilty of any gross act of misconduct, drunkenness or tyranny, or that the loss, stranding or abandonment of, or damage to, any ship, or loss of life, has been caused by his wrongful act or default;

(b) if he is proved to have been convicted of any offence which, if committed in British India, would be non-bailable, or, if committed in England, would be a felony;

(c) if, in the case of a master, he has been superseded by the order of any Admiralty Court, or of any Naval Court constituted as provided by the Merchant Shipping Act, 1854, or by any other law for the time being in force. 17 & 18 Vict., c. 104.

[Act VII of 1884, s. 28.]

Power for Local Government to suspend or cancel local certificates of engine-drivers.

39. Notwithstanding anything in the *foregoing provisions of this chapter*, the Local Government may at any time, without any formal investigation, suspend or cancel any *local* certificate granted by it to an engine-driver, if, in its opinion, the holder is, or has become, unfit to act as an engine-driver.

[Act V of 1883, s 21, s 24A (3), (4) (added by Act VI of 1891, s. 13); Bill of 1867, s. 200; Bill of 1882, s. 149.] Cf. 1854, s. 242; 1862, ss. 15, 23 (3), 24.

Obligation to deliver up local certificate on suspension or cancellation.

40. (1) Every master, mate or engineer, whose certificate has been suspended or cancelled by a Court under section 37, shall deliver the certificate to the Court, and the Court shall forward the same to the Local Government, together with the report which it is required by section 269, sub-section (1), to transmit to that Government.

(2) Every master, mate, engineer *or engine-driver* whose certificate has been suspended or cancelled under section 38 *or section 39* shall deliver the certificate to the *Superintendent of the Mercantile Marine Office* or to such other person as the Local Government which suspended or cancelled the certificate may direct.

(3) Any master, mate, engineer *or engine-driver* failing to deliver a certificate as required by this section shall be punished with fine which may extend to five hundred rupees.

[Act V of 1883, s 22; Bill of 1867, ss. 196, 200; Bill of 1882, s. 150.]

Report to other Local Governments.

41. If the Local Government which suspends or cancels a certificate under section 38 is not the Local Government which granted the certificate, the Local Government so suspending or cancelling the certificate shall report the proceedings, and the fact of suspension or cancellation, to the Local Government which granted the certificate.

[Act V of 1883, s. 23; Bill of 1867, s. 196; Bill of 1882, s. 151.]

Report to Board of Trade.

42. Every Local Government suspending or cancelling a certificate under section 38 shall, as soon as may be practicable, report to the Board of Trade the fact of such suspension or cancellation.

[Act V of 1883, s. 24, Bill of 1867, s. 200; Bill of 1882, s. 152.] Cf. 1854, s. 242; 1862, s. 23 (4).

Power to revoke suspension or cancellation and to grant new local certificate.

43. (1) Any Local Government may, at any time, revoke any order of suspension or cancellation which it may have made under section 38 *or section 39*, or grant, without examination, to any person whose certificate it has so cancelled, a new *local* certificate of the same or of any lower grade.

(2) A certificate granted under sub-section (1) shall have the same effect as if it had been granted after examination.

(3) A *local* certificate for a home-trade ship shall be deemed, for the purposes of this section, to be of a lower grade than a *local* certificate for a foreign-going ship.

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(Part III.—Masters, Seamen and Apprentices.—Chapter VI.—Suspension and Cancellation of Certificates of Masters, Mates, Engineers and Engine-drivers, and Grant of New Certificates.—Sections 44-45. Chapter VII.—Engagement of Seamen.—Sections 46-50.)

[Act V of 1883, s. 24A (5) (added by Act VI of 1891, s. 13.)]

Duties and powers of Local Government where a local certificate has been suspended or cancelled by a Court.

44. The duties imposed and powers conferred by sections 41, 42 and 43 on the Local Government which suspends or cancels a *local* certificate shall, when a Court has under section 37 suspended or cancelled a *local* certificate, be performed and exercised by the Local Government to which the Court has forwarded the certificate under section 40, sub-section (*1*), as if such Local Government had itself suspended or cancelled the certificate under section 38.

[Act VI of 1891, s. 14.]

General provision with respect to surrender of certificates.

45. (*1*) When *any Board of Trade, Colonial or local* certificate of a master, mate, engineer or engine-driver is suspended or cancelled under any law for the time being in force, he shall deliver to the Court or person entitled to receive delivery from him of such suspended or cancelled certificate every other *Board of Trade, Colonial or local* certificate, if any, held by him.

(*2*) If any master, mate, engineer or engine-driver fails to comply with the requirement of sub-section (*1*), he shall be punished with fine which may extend to five hundred rupees.

CHAPTER VII.

ENGAGEMENT OF SEAMEN.

[Act I of 1859, s. 18; Bill of 1867, s. 117; Bill of 1882, s. 21.] Cf. 1854, s. 146.

Licenses to procure seamen.

46. (*1*) The Local Government, or any Board or officer authorised by the Local Government in this behalf, may grant to such persons as may be deemed fit licenses to engage or supply seamen for ships.

(*2*) Such licenses shall be granted on such terms, shall continue for such periods, and shall be revocable on such conditions, as the *Local* Government may think proper.

[Act I of 1859, s. 19; Bill of 1867, s. 118; Bill of 1882, s. 22.] Cf. 1854, s. 147; 1862, s. 15.

Penalty for supplying seamen without license, employing unlicensed person or receiving seamen illegally supplied.

47. (*1*) If any person not licensed as aforesaid (other than the owner or master or mate of the ship, or some person who is *bonâ fide* the servant and in the constant employ of the owner, or a *Superintendent of a Mercantile Marine Office*) engages or supplies any seaman to be entered on board any ship, he shall for each seaman so engaged or supplied be punished with fine which may extend to one hundred rupees.

(*2*) If any person employs any unlicensed person (not being a person excepted by sub-section (*1*)), for the purpose of engaging or supplying any seaman to be entered on board any ship, he shall for each seaman so engaged or supplied be punished with fine which may extend to one hundred rupees, and, if licensed as aforesaid, shall in addition forfeit his license.

(*3*) If any person knowingly receives or accepts to be entered on board any ship any seaman who has been engaged or supplied contrary to the provisions of this Act, he shall for each seaman so engaged or supplied be punished with fine which may extend to one hundred rupees.

[Act I of 1859, s. 20; Bill of 1867, s. 119; Bill of 1882, s. 23.] Cf. 1854, s. 148.

Penalty for receiving remuneration from seamen for shipping them.

48. If any person demands or receives, either directly or indirectly, from any seaman, or from any person seeking employment as a seaman, or from any person on his behalf, any remuneration whatever (*except in accordance with section 22*), for providing him with employment on board a ship, he shall be punished with fine which may extend to fifty rupees, and, if licensed as aforesaid, shall in addition forfeit his license.

[Act V of 1883, s. 26; Bill of 1867, s. 120; Bill of 1882, s. 24.] Cf. 1854, s. 149.

Masters of foreign-going British ships to enter into agreements with seamen.

49. The master of every foreign-going British ship shall enter into an agreement with every seaman whom he engages at, and carries to sea from, any port in British India as one of his crew.

[Act V of 1883, ss. 27, 28, 29; Bill of 1867, s. 120; Bill of 1882, ss. 25, 26, 27.] Cf. 1823, s. 25; 1854, s. 149; 1873, s. 7.

Form and contents of agreement.

50. (*1*) Every such agreement shall be in a form sanctioned by the Governor General in Council, shall be dated at the time of the first signature thereof, and shall contain the following particulars as terms thereof (that is to say)—

(*a*) either—

(*i*) the nature and, as far as practicable, the duration of the intended voyage or engagement, or

(*ii*) the maximum period of the voyage or engagement and (*i*) *the places or parts of the world to which the voyage or engagement is to extend, or* (*ii*) the places or parts of the world to which the voyage or engagement is not to extend;

(*b*) the number and description of the crew, specifying how many are engaged as sailors;

(*c*) the time at which each seaman is to be on board or to begin work;

(*d*) the capacity in which each seaman is to serve;

(*e*) the amount of wages which each seaman is to receive;

(*f*) a scale of the provisions which are to be furnished to each seaman, such scale being, in the case of lascars or other native seamen, not less than a scale to be fixed by the *Governor General in Council and published in the Gazette of India*;

(*g*) any regulations as to conduct on board, and as to fines or other lawful punishments for misconduct, which have been sanctioned by the Governor General in Council as regulations proper to be adopted, and which the parties agree to adopt; and

(*h*) where it is agreed that the service of any lascar or other native seaman shall end at any port not in British India, a stipulation—

that fit employment shall be provided for him on board some other ship bound to the port at which he was shipped, or such other port in British India as may be agreed on, or

that a passage shall be provided for him to some port in British India free

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(Part III.—Masters, Seamen and Apprentices.—Chapter VII.— Engagement of Seamen.—Sections 51-54.)

of charge, or on such other terms as may be agreed on.

(2) Every such agreement shall be so framed as to admit of stipulations to be adopted at the will of the master and seaman in each case (not being inconsistent with the provisions of any enactment for the time being in force relating to merchant shipping) as to advance of wages and supply of warm clothing, and may contain any other stipulations which are not contrary to law.

[Act I of 1859, s. 22; Act V of 1883, ss. 27, 29; Bill of 1867, ss. 120, 123; Bill of 1882, ss. 25, 27, 29.] Cf. 1854, ss. 149, 150; 1862, s. 15.

Signature of agreement, explanation of agreement to seamen, and disposal of copies.

51. (1) Every such agreement shall be signed by the master before any seaman signs the same, and every stipulation referred to in clause (h) of section 50 shall be signed by the owner of the ship or *his agent*.

(2) Every such agreement shall (*subject to the provisions of sub-section (5)*) be signed by each seaman in the presence of a *Superintendent of a Mercantile Marine Office.*

(3) The *Superintendent* shall cause the agreement to be read over and explained to each seaman, in a language understood by him, or shall otherwise ascertain that each seaman understands the same before he signs it, and shall attest each signature.

(4) When the crew is first engaged the agreement shall be signed in duplicate. One copy shall be retained by the *Superintendent*, and the other shall contain a special place or form for the descriptions and signatures of substitutes or persons engaged subsequently to the first departure of the ship, and shall be delivered to the master.

(5) In the case of substitutes engaged in the place of seamen who have duly signed the agreement, and whose services are lost within twenty-four hours *immediately before* the ship puts to sea, by death, desertion or other unforeseen cause, the engagement shall, when practicable, be made before some *Superintendent of a Mercantile Marine Office;* and, whenever *the* engagement cannot be so made, the master shall, before the ship puts to sea, if practicable, and, if not, as soon afterwards as possible, cause the agreement to be read over and explained to the seamen; and the seamen shall thereupon sign the same in the presence of a witness, who shall attest their signatures.

[Act I of 1859, s. 22; Act V of 1883, s. 30; Bill of 1867, ss. 120, 123; Bill of 1882, ss. 28, 29.] Cf. 1854, ss. 149, 150.

Engagement of a single seaman for a foreign-going ship belonging to the United Kingdom or a British Possession.

52. *(1)* If the master of any foreign-going British ship belonging to the United Kingdom or any British Possession *other than British India* has an agreement with his crew, made in due form according to the law of the place to which the ship belongs, or in which her crew were engaged, and engages a single seaman, not being a lascar or other native seaman, at any port in British India, the seaman may sign the agreement so made, and, *notwithstanding anything in section 50*, it shall not be necessary for him to sign an agreement *in the form required by that section.*

(2) *Every seaman signing an agreement under sub-section (1) shall do so in the presence of a Superintendent of a Mercantile Marine Office.*

(3) *The Superintendent shall cause the agreement to be read over and explained to the seaman, in a language understood by him, or shall otherwise ascertain that the seaman understands the same before he signs it, and shall attest his signature.*

[Act I of 1859, s. 23; Bill of 1867, s. 127; Bill of 1882, s. 30.] Cf. 1854, s. 151.

Running agreements for foreign-going British ships making short voyages.

53. (1) In the case of any foreign-going British ship making voyages averaging *not more* than six months in duration, a running agreement with the crew may be made to extend over two or more voyages, *but every* such agreement *shall terminate either within six months from the date on which it was executed*, or *on* the first arrival of the ship at her port of destination in British India after *the expiration of that period*, or *on* the discharge of cargo consequent upon such arrival:

Provided that no such agreement shall continue in force if, after the expiration of such period as aforesaid, the ship proceeds on a voyage from a port out of British India to any other such port which is not on the direct road to her port of destination in British India.

Cf. Board of Trade's Instructions No. 446, dated March, 1892.

(2) *The provisions of sections 50 and 51 shall apply to* every running agreement made under sub-section *(1)*; and every seaman shall sign the same, whether engaged upon the first commencement thereof or otherwise.

[Act I of 1859, ss. 26, 32 (1); Act V of 1883, s. 26; Bill of 1867, ss. 120, 130, 136 (1); Bill of 1882, ss. 24, 33, 42 (1).] Cf. 1854, ss. 149, 155, 162 (1); 1862, s. 15.

Agreements for home-trade British ships.

54. (1) The master of every home-trade British ship of a burden of *eighty* tons or upwards shall enter into an agreement with every seaman whom he engages at, and carries to sea from, any port in British India as one of his crew.

(2) *The provisions of* sections 50 to 53 (both inclusive) *shall apply to every such agreement, as if the ship were a foreign-going ship:*

Provided as follows:—

(a) the agreement need not, unless the master thinks fit, be signed by the seamen in the presence of a *Superintendent of a Mercantile Marine Office*;

(b) where any seaman has not so signed the agreement, the master shall, before the ship puts to sea, if practicable, and, if not, as soon afterwards as possible, cause the agreement to be read over and explained to him, and the seaman shall thereupon sign the same in the presence of a witness, who shall attest his signature;

[Act I of 1859, s. 27, s. 32, second para. (added by Act VI of 1891, s. 3); Bill of 1867, s. 131; Bill of 1882, s. 34.] Cf. 1854, s. 156; 1872, s. 16.

(c) where several home-trade ships *of a burden of eighty tons or upwards* belong to the same owner, then—

(i) the agreement with the seamen may be made by the owner instead of by the master, and the seamen may be engaged to serve in any two or more of such ships, provided that the names of the ships and the nature of the service are specified in the agreement; and

(ii) the owner or his agent may enter into time-agreements, in forms to be sanctioned by the Governor General in Council, with individual seamen to serve in any one or more *of such* ships, which agreements need not *terminate within*

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six months from the dates on which they were respectively executed.

[Act I of 1859, s. 28; Bill of 1867, s. 132; Bill of 1882, s. 35.] Cf. 1854, s. 157.

Penalties.

55. (1) If in any case a master of a British ship carries any seaman to sea without entering into an agreement with him in the form and manner and at the place and time hereby in such case required, the master, *in the case of a foreign-going ship, and the master or the owner or his agent, in the case of a home-trade ship*, shall be punished with fine which may extend to fifty rupees for each such seaman.

[Act V of 1883, s. 28; Bill of 1882, s. 26.]

(2) If any master *or owner* of a British ship enters into an agreement with a lascar or other native seaman for a scale of provisions less than the scale fixed under section 50, clause (*f*), he shall be punished with fine which may extend to two hundred rupees *for each such seaman.*

[Act I of 1859, s. 30; Bill of 1867, s. 134; Bill of 1882, s. 37.] Cf. 1854, s. 13; 1862, s. 15.

Power to board British ship and muster seamen.

56. (1) For the purpose of preventing seamen from being taken on board any British ship at any port in British India contrary to the provisions of this Act, *any Superintendent or Deputy Superintendent of a Mercantile Marine Office* may enter at any time on board any *such* ship upon which he has reason to believe that seamen have been shipped, and may muster and examine the several seamen employed therein.

(2) Any person who obstructs *a Superintendent* or *Deputy Superintendent* in the exercise of his powers under sub-section (1) shall be punished with fine which may extend to one hundred rupees.

[Act I of 1859, s. 48; Bill of 1867, s. 168; Bill of 1882, s. 60.] Cf. 1854, s. 182.

Irregular stipulations and alterations in agreements to be void.

57. (1) If any agreement *made under this chapter (other than an agreement signed under section 52) between a master or owner of a British ship and a seaman* contains a stipulation which is inconsistent with any provision of this Act, such stipulation shall be *void.*

[Act I of 1859, s. 33; Bill of 1867, s. 137; Bill of 1882, s. 43.] Cf. 1854, s. 163; 1862, s. 15.

(2) Every erasure, interlineation or alteration in any agreement *as aforesaid* (except additions made *under this chapter* for shipping substitutes or persons engaged subsequently to the first departure of the ship) shall be inoperative, unless proved to have been made with the consent of all the persons interested in such erasure, interlineation or alteration by the written attestation—

(*a*) (if made in Her Majesty's dominions) of some *Superintendent of a Mercantile Marine Office,* Justice, officer of Customs or other public functionary, or

(*b*) (if made out of Her Majesty's dominions) of a British consular officer, or, where there is no such officer, of two respectable British merchants.

[Act I of 1859, s. 34; Bill of 1867, s. 138; Bill of 1882, s. 44.] Cf. 1854, s. 166.

Copy of agreement to be made accessible to crew.

58. The master *of every British ship for which an agreement has been made under this chapter (other than an agreement signed under section 52)* shall, at the commencement of every voyage or engagement, cause a legible copy of the agreement, and if necessary a translation thereof in a language understood by the majority of the crew (omitting the signatures), to be placed or posted up in the ship *so* as to be accessible to the crew, and in default shall be punished with fine which may extend to fifty rupees.

[Act I of 1859, s. 29; Bill of 1867, s. 133; Bill of 1882, s. 36.] Cf. 1854, s. 158; 1862, s. 15.

Changes in crew of foreign-going British ship to be reported.

59. (1) The master of every foreign-going British ship of which the crew has been engaged before a *Superintendent of a Mercantile Marine Office, whether in British India or elsewhere,* shall, before finally leaving British India, sign and send to the nearest *Superintendent of a Mercantile Marine Office* a full and accurate statement, in a form sanctioned by the Governor General in Council, of every change which takes place in his crew before finally leaving British India, and in default shall be punished with fine which may extend to fifty rupees.

(2) Such statements shall be admissible in evidence.

[Act I of 1859, s. 24; Bill of 1867, s. 128; Bill of 1882, s. 31.] Cf. 1854, s. 152; 1862, s. 15.

Discharge and engagement of seamen of foreign-going British ship during pendency of a running agreement.

60. (1) The master of every foreign-going British ship for which a running agreement is made under section 53 shall, upon every return to any port in British India before the termination of the agreement, discharge or engage before the *Superintendent of the Mercantile Marine Office* at such port any seaman whom he is required by law so to discharge or engage ;

and shall, upon every such return, endorse on the agreement a statement (as the case may be) either that no such discharges or engagements have been made or are intended to be made before the ship again leaves port, or that all such discharges or engagements have been duly made as hereinbefore required ;

and shall deliver the agreement so endorsed to the *Superintendent.*

(2) Any master who wilfully makes a false statement in such endorsement shall be punished with fine which may extend to two hundred rupees.

(3) The *Superintendent* shall also sign an endorsement on the agreement to the effect that the provisions of this Act relating to such agreement have been complied with, and shall re-deliver the agreement so endorsed to the master.

(4) In this section "termination" means when an agreement has been renewed under section 61, the termination of the period for which the agreement has been so renewed.

[Act I of 1859, s. 24A (inserted by Act VI of 1891, s. 2).] Cf. 1862, s. 15.

Renewal of running agreement for foreign-going British ship.

61. (1) When a running agreement with the crew of a foreign-going British ship has been made under section 53, and the ship arrives, after the *expiration of a period of six months from the date on which the agreement was executed,* at a port of destination in British India which is not the port at which the crew have agreed to be discharged, the master may, with the previous sanction of the *Superintendent of the Mercantile Marine Office,* renew the agreement, or he may be required by the *Superintendent* to renew the same, for the voyage from such port of destination to the port in British India at which the crew have agreed to be discharged.

(2) If the master is required by the *Superintendent* to renew the agreement

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and refuses so to do, any expenses which may be incurred by the Government for the subsistence of the crew and their conveyance to the port at which they have agreed to be discharged shall be a charge upon the ship, and shall be recoverable as if they were expenses incurred in respect of distressed seamen under the provisions of Chapter XVIII.

[Act I of 1859, s. 35; Bill of 1867, s. 139; Bill of 1882, s. 45.] Cf. 1854, s. 167.

Seamen of British ship discharged before voyage to have compensation.

62. Any seaman belonging to a British ship who has signed an agreement *under this chapter*, and is afterwards discharged before the commencement of the voyage or before one month's wages are earned, without fault on his part justifying such discharge and without his consent, shall be entitled to receive from the master or owner, in addition to any wages he may have earned, due compensation for the damage thereby caused to him, not exceeding one month's wages,

and may, on adducing such evidence as the Court or Magistrate hearing the case may deem satisfactory of his having been discharged as aforesaid, recover such compensation as if it were wages duly earned.

[Act I of 1859, s. 115 (am. by Act VI of 1891, s. 4, and Act XII of 1891); Bill of 1867, s. 124; Bill of 1882, s. 38.] Cf. 1862, s. 15.

Engagements between masters of foreign ships and native seamen.

63. (*1*) Whenever the master of a foreign-going foreign ship *or a home-trade foreign ship of a burden of eighty tons or upwards* makes an engagement—

(*a*) *at Aden*, with a seaman being a native *of Asia or Africa, or*

(*b*) at any *other* port in British India, with a seaman being a native of *India*,

to proceed to sea, he shall enter into an agreement with such seaman.

(*2*) The provisions of *section 50, section 51, sub-sections* (*1*), (*2*) *and (3), and sections 57, 58, 59 and 62 shall apply to every agreement made for a foreign-going foreign ship under this section, as if the ship were a British ship.*

(3) The provisions of section 50, section 51, sub-sections (1), (2) and (3), and sections 57, 58 and 62 shall apply to every agreement made for a home-trade foreign ship under this section, as if the ship were a British ship:

Provided as follows:—

(i) the agreement need not, unless the master thinks fit, be signed by the seaman in the presence of a Superintendent of a Mercantile Marine Office;

(ii) where any seaman has not so signed the agreement the master shall, before the ship puts to sea if practicable, and, if not, as soon afterwards as possible, cause the agreement to be read over and explained to him, and the seaman shall thereupon sign the same in the presence of a witness, who shall attest his signature.

☞ ***(4) Whenever an agreement for a foreign-going foreign ship has been made under this section, the master*** **shall give to the** ***Superintendent of the Mercantile Marine Office*** **before whom the** ***agreement was signed*** **a bond, with the security of some approved person resident in British India, for an amount calculated at the rate of** one hundred rupees for every seaman signing the agreement, and conditioned for the due *observance* of the agreement and of the *provisions referred to in sub-section* (*2*), and for the repayment to the Secretary of State for India in Council of all expenses which may be incurred by the Government in respect of any such seaman who may be discharged or left behind at any port out of India and becomes distressed and is relieved under the provisions of the Merchant Shipping Act, 1854, section 211, and the enactments amending the same. 17 & 18 Vict. c. 104.

[Act I of 1859, s. 117; Bill of 1867, s. 126; Bill of 1882, s. 40.] Cf. 1862, s. 15.

Penalty for master of foreign ship illegally engaging native seamen.

64. If any master of a foreign ship engages any seaman *referred to in section 63 to proceed to sea*, otherwise than *in accordance with the provisions of that section*, he shall be punished with fine which may extend to one hundred rupees for each such seaman.

[Act I of 1859, s. 117; Bill of 1867, s. 126; Bill of 1882, s. 40.] Cf. 1862, s. 15.

Power to board foreign ship and muster seamen.

65. *(1) Any Superintendent or Deputy Superintendent of a Mercantile Marine Office* may enter at any time on board any foreign ship upon which he has reason to believe that any such seaman has been shipped, and may muster and examine the several seamen employed therein.

(2) Any person who obstructs a *Superintendent* or *Deputy Superintendent* in the exercise of his powers under sub-section (*1*) shall be punished with fine which may extend to one hundred rupees.

[Act XIII of 1876, s. 5; Bill of 1882, s. 46.]

Power to prohibit engagement of native seamen.

66. (*1*) The Local Government, or such officer as it may appoint in this behalf, may, by order in writing signed by one of its Secretaries or by such officer, prohibit any person from engaging in the territories subject to the said Government, or in any specified portion of such territories, any native of India to serve as a seaman on board any ship, whether British or foreign, specified in the order; but in every case the reasons for the prohibition shall be stated in writing.

(*2*) Whoever wilfully disobeys any such prohibition shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

CHAPTER VIII.

PRODUCTION OF CERTIFICATES OF OFFICERS AND AGREEMENTS WITH SEAMEN.

Act I of 1859, s. 31; Act VII of 1884, s. 35, Bill of 1867, s. 135; Bill of 1882, s. 41.] Cf. 1854, s. 161; 1862, ss. 10, 15.

Production of certificates and agreements in the case of foreign-going British ships.

67. (*1*) The master of every foreign-going British ship *for which an agreement is made under Chapter VII (other than an agreement signed under section 52)* shall, on signing the agreement, produce to the *Superintendent of the Mercantile Marine Office* before whom the same is signed the certificate or certificates which the master, mate *or mates* (*if any*) and engineer or engineers (*if any*) are required *by Chapter V* to possess; and upon such production being duly made, and the agreement being duly executed as required *by Chapter VII*, the *Superintendent* shall sign and give to the master a certificate to that effect.

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(2) Where a running agreement for a foreign-going British ship *has been made under section 53*, the *Superintendent of the Mercantile Marine Office* shall, before the second and every subsequent voyage made after the commencement of the agreement, sign and give to the master, on his complying with the provisions contained *in Chapter VII* with respect to such agreements, and producing to the *Superintendent* the certificate of any mate or engineer then first engaged by him, a certificate to that effect.

(3) The master of every ship *referred to in sub-section (1) or sub-section (2)* shall, before proceeding to sea, produce the certificate given to him *thereunder* to the officer *authorised* to grant a port-clearance.

(4) No officer as *aforesaid* shall *grant a port-clearance for* any such ship *unless such certificate is so produced*; and, if any attempt is made to take any such ship to sea without a clearance, *the Local Government* may detain her until such certificate is *so* produced.

(5) The master of every foreign-going British ship shall, within forty-eight hours after the ship's arrival at her final port of destination in British India, or upon the discharge of the crew *at that port*, whichever first happens, deliver *the* agreement with the crew *(whether the same was made under this Act or any other law)* to the *Superintendent of the Mercantile Marine Office.*

(6) Such *Superintendent* shall thereupon give to the master a certificate of such delivery; and no officer of Customs shall *permit the entry of* any *such* ship inwards *unless* such certificate *is produced to him.*

(7) If any master fails to deliver the agreement with the crew to the *Superintendent as* directed *by sub-section (6)* he shall be punished with fine which may extend to fifty rupees.

[Act I of 1859, s. 32; Act VII of 1884, s. 35; Bill of 1867, s. 136; Bill of 1882, s. 42.] Cf. 1854, s. 162; 1862, ss. 10, 15.

Production of certificates and agreements in the case of home-trade British ships.

68. (1) Within *a period of* twenty-one days after the thirtieth day of June and the thirty-first day of December in every year, or, if the ship is not at any port in British India within *such period* in any year, *then* within forty-eight hours after her next arrival at any port in British India,—

(*a*) the master or owner of every home-trade British ship *which is required by Chapter V to carry a certificated officer or certificated officers* shall produce to some *Superintendent of a Mercantile Marine Office* in British India the certificate or certificates which the master, *only or first* mate *(if any)* and *only or first* engineer *(if any)* are required *by that chapter* to possess, and

(*b*) the master or owner of every home-trade British ship of a burden exceeding *eighty* tons shall transmit or deliver to *some Superintendent as aforesaid* every agreement made *with the crew* within the six calendar months next preceding the said thirtieth day of June or thirty-first day of December, as the case may be.

(2) *Such Superintendent* shall thereupon *sign and* give to the master or owner a certificate of such production, *transmission or* delivery, *as the case may be.*

(3) *The master of every ship referred to in sub-section (1) shall before proceeding to sea, produce the certificate or certificates given to him under sub-section (2) to the officer authorised to grant a port-clearance.*

(4) No officer *as aforesaid* shall grant a *port-*clearance for any such ship *unless* such certificate *or certificates is or are so produced*; and, if any attempt is made to take any such ship to sea without a clearance, *the Local Government* may detain her until *such* certificate *or certificates is or are so* produced.

(5) If *any* agreement *made with the crew* of any such ship is not transmitted or delivered to a *Superintendent as* directed *by* sub-section (1), the master *and* owner shall *each* be *punished with* fine which may extend to fifty rupees.

Production of certificates and agreements in the case of foreign ships.

69. (1) *The master of every foreign steamship which is required by section 33 to carry an officer or officers possessing a local, Board of Trade or Colonial certificate shall, before leaving any port in British India, produce the said certificate or certificates to the Superintendent of the Mercantile Marine Office; and, upon such production being duly made, the Superintendent shall sign and give to the master a certificate to that effect.*

(2) *When any agreement between the master of a foreign ship and a seaman has been duly executed under Chapter VII at any port, and (in the case of a foreign-going ship) the master has given a bond under section 63, sub-section (4), the Superintendent of the Mercantile Marine Office at that port shall sign and give to the master a certificate to that effect.*

(3) *The master of every ship referred to in sub-sections (1) and (2) shall, before proceeding to sea, produce the certificate or certificates given to him thereunder to the officer authorised to grant a port-clearance.*

(4) *No officer as aforesaid shall grant a port-clearance for any such ship unless such certificate or certificates is or are so produced; and if any attempt is made to take any such ship to sea without a clearance the Local Government may detain her until such certificate or certificates is or are so produced.*

(5) *The master of every foreign ship for which an agreement has been made under section 63 shall, within forty-eight hours after the ship's arrival at her port of final destination in British India, or upon the discharge of the crew at that port, whichever first happens, deliver the agreement to the Superintendent of the Mercantile Marine Office.*

(6) *Such Superintendent shall thereupon give to the master a certificate of such delivery; and no officer of Customs shall permit the entry of any such ship inwards unless such certificate is produced to him.*

(7) *If any master fails to deliver the agreement with the crew to the Superintendent as directed by sub-section (5), he shall be punished with fine which may extend to fifty rupees.*

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CHAPTER IX.

WAGES AND DISCHARGE OF SEAMEN AND APPRENTICES, AND SETTLEMENT OF CLAIMS.

Advance of Wages.

[Act I of 1859, ss. 36, 37; Bill of 1867; ss. 140, 141; Bill of 1882, ss. 47, 48.] Cf. 1862, s. 15; 1889, s. 2.

Advance of wages.

70. (*1*) Any agreement with a seaman of a British ship made under Chapter VII (*other than an agreement signed under section 52*) may contain a stipulation for payment to the seaman, *conditionally on his going to sea in pursuance of the agreement,* of a sum not exceeding the amount of one month's wages *payable to the seaman under the agreement.*

(*2*) No advance of wages shall be made, and no advance-note shall be given, to any person but the seaman himself, and, where a seaman signs the agreement in the presence of a *Superintendent of a Mercantile Marine Office,* no advance-note shall be given to him except in the presence of such *Superintendent.*

(*3*) *Any agreement made otherwise than as authorised by this section, by or on behalf of the employer of a seaman of a British ship, for the payment of money to or on behalf of the seaman conditionally on his going to sea from any port in British India.*

and any advance made or advance-note given in contravention of this section,

shall be void, and no money paid in satisfaction or in respect of any such agreement or advance-note *shall be deducted from the seaman's wages, and no person shall have any right of action, suit or set-off against the seaman or his assignee in respect of any money so paid or purporting to have been so paid.*

(*4*) *Nothing in this section shall affect any allotment made under this chapter.*

Allotment of Wages.

[Act I of 1859, s. 38; Bill of 1867, s. 142; Bill of 1882, s. 49.] Cf. 1854, s. 168; 1880 (Wages, &c.), s. 3 (*1*).

Stipulation for allotment to be inserted in the agreement.

71. (*1*) *Every* agreement with a seaman of a British ship made under Chapter VII (*other than an agreement signed under section 52*) *shall, if the seaman so require,* stipulate for the allotment during his absence of any part not exceeding *one-half* of the wages of the seaman in favour of any relatives of the seaman or members of his family.

(*2*) *Every such stipulation shall be signed by the owner of the ship or his agent.*

[Act I of 1859, s. 38; Bill of 1867, s. 142; Bill of 1882, s. 49.] Cf. 1854, ss. 168, 169.

Allotment-notes.

72. (*1*) *Every such allotment shall be made by means of an allotment-note.*

(*2*) Every allotment-note shall be in a form sanctioned by the Local Government, and shall be made for the benefit only of a relative of the seaman or some member of his family to be named in the note.

[Act I of 1859, ss. 39, 40; Bill of 1867, ss. 143, 144; Bill of 1882, ss. 50, 51.] Cf. 1854, s. 169; 1862, s. 15; 1880 (Wages, &c.), s. 3 (*4*).

Payment of sums allotted.

73. (*1*) *A payment under an allotment-note shall begin at the expiration of one month from the date of the agreement, or at such later date as may be fixed by the agreement, and shall be made at the expiration of every subsequent month, or of such other periods as may be fixed by the agreement, and shall be made only in respect of wages earned before the date of payment.*

(*2*) The owner or any agent who has authorised the drawing of an allotment-note shall pay to the *Superintendent of the Mercantile Marine Office* on demand the sums *due under the note*, and, if he fails to do so, the *Superintendent* may sue for and recover the same with costs:

Provided as follows:—

(*a*) no such sum shall be *recoverable* if it is shown to the satisfaction of the Court or Magistrate trying the case that the seaman has forfeited, or ceased to be entitled to, the wages out of which the allotment *was to have been* paid;

(*b*) the seaman shall be presumed to be duly earning his wages unless the contrary is shown to the satisfaction of the Court or Magistrate, either by *a* statement *made under section 59* of the change in the crew caused by his absence, or by a duly certified copy of some entry in the official log to the effect that he has died or left the ship, or by a credible letter from the master of the ship to the same effect, or by such other evidence, of whatever description, as the Court or Magistrate may consider sufficient.

(*3*) The *Superintendent,* on receiving any such sum as aforesaid, shall pay it over to the person named *in that behalf* in the allotment-note.

(*4*) All such receipts and payments shall be entered in a book *to be kept for the purpose,* and all entries in the said book shall be authenticated by the signature of the *Superintendent* or *the Deputy Superintendent.*

(*5*) The said book shall be at all *reasonable* times open to the inspection of the parties concerned.

Legal Rights to Wages and Salvage.

Right to wages when to commence.

74. The right of a seaman of a British ship to wages shall be taken to commence either at the time at which he begins work, or at the time specified in the agreement for his being on board or beginning work, whichever first happens. [Act I of 1859, s. 47; Bill of 1867, s. 159; Bill of 1882, s. 59.] Cf. 1854, s. 181.

Seamen not to forfeit lien on ship, remedy for recovery of wages, or salvage rights.

75. (*1*) No seaman of a British ship shall by any agreement forfeit his lien upon the ship or be deprived of any remedy for the recovery of his wages to which he would otherwise have been entitled. [Act I of 1859, s. 48; Bill of 1867, s. 160; Bill of 1882, s. 60.] Cf. 1854, s. 182.

(*2*) Every stipulation in any agreement by which a seaman of a British ship consents to abandon his rights to wages in case of the *wreck or* loss of the ship, or to abandon any right which he may have or obtain in the nature of salvage, shall be wholly inoperative.

(*3*) *Nothing in this section shall apply to any stipulation made by the seamen belonging to any British ship which, according to the terms of the agreement, is to be employed on salvage service, with respect to the remuneration to be paid to them for salvage services to be rendered by such ship to any other ship.* [Bill of 1867, s. 160.] Cf. 1862, s. 18.

Wages not to be dependent on the earning of freight.

76. (*1*) The right of a seaman of a British ship to wages shall not be dependent on the earning of freight. [Act I of 1859, s. 49; Bill of 1867, s. 161; Bill of 1882, s. 61.] Cf. 1854, s. 183.

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(Part III.—Masters, Seamen and Apprentices.—Chapter IX.—Wages and Discharge of Seamen and Apprentices, and Settlement of Claims.—Sections 77-82.)

(*2*) Every seaman and apprentice of a British ship who would be entitled to demand and recover any wages if the ship had earned freight shall, subject to all other rules of law and conditions applicable to the case, be entitled to claim and recover the same notwithstanding that freight has not been earned; but, in all cases of wreck or loss of the ship, proof that he has not exerted himself to the utmost to save the ship, cargo and stores shall bar his claim.

[Act I of 1859, s. 51; Bill of 1867, s. 163; Bill of 1882, s. 63.] Cf. 1854, s. 185.

Right of seaman to wages to cease with termination of service by wreck or by being left on shore under a certificate.

77. Where the service of any seaman of a British ship terminates before the period contemplated in the agreement, by reason of the wreck or loss of the ship, or by reason of his being left on shore under a certificate of unfitness or inability to proceed *to sea* granted under *section 207* of the Merchant Shipping Act, 1854, *or section 150 of this Act*, the seaman shall be entitled to wages for the time of service prior to such termination as a foresaid, but not for any further period.

17 & 18 Vict., c. 104.

[Act I of 1859, s. 52; Bill of 1867, s. 164; Bill of 1882, s. 64.] Cf. 1854, s. 186.

Wages not to accrue during refusal to work or imprisonment.

78. No seaman or apprentice of a British ship shall be entitled to wages for any period during which he unlawfully refuses or neglects to work when required, whether before or after the time specified in the agreement for his beginning work; nor, unless the Court or Magistrate hearing the case otherwise directs, for any period during which he is lawfully imprisoned for any offence committed by him.

Discharge and Payment of Wages, and Settlement of Claims.

[Act I of 1859, s. 41; Bill of 1867, s. 145; Bill of 1882, s. 52.] Cf. 1854, s. 170; 1862, s. 15.

Discharge and payment before Superintendent.

79. (*1*) All seamen discharged from any foreign-going British ship at any port in British India shall be discharged and receive their wages in the presence of a *Superintendent of a Mercantile Marine Office*, except in cases where some competent Court otherwise directs.

(*2*) Any master or owner who discharges any seaman or pays his wages *in contravention of the provisions of sub-section (1)* shall be punished with fine which may extend to one hundred rupees.

(*3*) In the case of home-trade British ships of a burden exceeding *eighty* tons, seamen may, if the owner or master so desires, be discharged and receive their wages in the presence of a *Superintendent of a Mercantile Marine Office*, except in cases where some competent Court otherwise directs.

[Act I of 1859, s. 42; Bill of 1867, s. 146; Bill of 1882, s. 53.] Cf. 1854, s. 171; 1862, s. 15; 1880 (Wages, &c.), s. 4 (2).

Account of wages and deductions.

80. (*1*) Every master of a British ship shall, not less than twenty-four hours before paying off or discharging any seaman, deliver to him, or, if he is to be discharged *in the presence of a Superintendent of a Mercantile Marine Office*, to such *Superintendent*, a full and true account, in a form sanctioned by the Local Government, of his wages and of all deductions to be made therefrom on any account whatever, and in default shall be punished with fine which may extend to fifty rupees:

Provided that, when a seaman is to be discharged in the presence of a Superintendent of a Mercantile Marine Office, such account may be delivered to the seaman himself at or before the time when he leaves the ship.

(*2*) No deduction from the wages of any seaman of a British ship (except in respect of any matter happening after such delivery as aforesaid) shall be allowed unless it is included in the account delivered *under sub-section (1)*.

(*3*) Every master of a British ship shall during the voyage enter the various matters in respect of which such deductions are made, with the amounts of the respective deductions, as they occur, in a book to be kept for the purpose, and shall, if required, produce such book at the time of the payment of wages and also upon the hearing before any competent authority of any complaint or question relating to such payment.

On discharge, master to give seamen certificates of discharge, and return certificates to mates and engineers.

81. (*1*) Every master of a British ship shall, upon the discharge of any seaman, or upon payment of his wages, sign and give him a certificate of discharge, in a form sanctioned by the Local Government, specifying the period of his service and the time and place of his discharge; and shall in default be punished with fine which may extend to one hundred rupees.

[Act I of 1859, s. 43; Bill of 1867, s. 147; Bill of 1882, s. 54.] Cf. 1854, ss. 172, 176.

(*2*) *Every such certificate shall contain columns for the entry of particulars as to the conduct, character and qualifications of the seaman; but the master shall not be bound to enter any such particulars therein.*

(*3*) Every master of a British ship shall, upon the discharge of any certificated mate *or engineer* whose certificate has been delivered to and retained by him, return such certificate, and shall in default be punished with fine which may extend to two hundred rupees.

Release to be signed on settlement of claims.

82. (*1*) Upon the completion in the presence of a *Superintendent of a Mercantile Marine Office* of any discharge and settlement, as between the master or owner of a British ship and a seaman, the master or owner and the seaman shall respectively, in the presence of the *Superintendent*, sign, in a form sanctioned by the Local Government, a mutual release of all claims in respect of the past voyage or engagement, and the *Superintendent* shall also sign and attest the release and shall retain the same.

[Act I of 1859, s. 46; Bill of 1867, s. 157; Bill of 1882, s. 57.] Cf. 1854, s. 175; 1862, s. 15.

(*2*) Such release, so signed and attested, shall operate as a mutual discharge and settlement of all demands between the parties thereto in respect of the past voyage or engagement.

(*3*) A copy of such release, certified under the hand of such *Superintendent* to be a true copy, shall be given by him to any party to *the release* who may require the same, and such copy shall be admissible in evidence upon any future question touching such claims as aforesaid, and shall have all the effect of the original.

(*4*) In cases in which discharge and settlement in the presence of a *Superintendent of a Mercantile Marine Office* are required *by section 79, sub-section (1)*, no payment, receipt, settlement or discharge otherwise made shall operate *as*, or be admissible in evidence of, the release or satisfaction of any claim.

The Indian Merchant Shipping Bill, 1892.
(Part III.—Masters, Seamen and Apprentices.—Chapter IX.—Wages and Discharge of Seamen and Apprentices, and Settlement of Claims.—Sections 83-90.)

Cf. 1880 (Wages, &c.), s. 4 (3).

Settlement of wages by Superintendent.

83. *Notwithstanding anything in section 82, the final settlement of the wages of a seaman of a British ship may, if the seaman consents, be left to the Superintendent of a Mercantile Marine Office under rules (if any) made by the Local Government; and the receipt of the Superintendent shall in that case operate as a release by the seaman under section 82.*

[Act I of 1859, s. 46; Bill of 1867, s. 157; Bill of 1882, s. 57.] Cf. 1854, s. 175; 1862, s. 15.

Statement of payments made to be given to master, and to be evidence.

84. Upon any payment being made by a master of a British ship to a seaman *in the presence of* the *Superintendent of a Mercantile Marine Office* the *Superintendent* shall, if *so* required, sign and give to the master a statement of the whole amount so paid; and such statement shall, as between the master and his employer, be admissible in evidence that he has made the payments therein mentioned.

[Act I of 1859, s. 53; Bill of 1867, s. 165; Bill of 1882, s. 65.] Cf. 1854, s. 187; 1880 (Wages, &c.), s. 4 (1), (4).

Period within which wages are to be paid.

85. (1) The owner or master of every British ship shall pay to each seaman his wages within *one week* after the delivery of the cargo *has been commenced*:

Provided that when a seaman lawfully leaves his ship at the end of his engagement he shall be paid on account *at that time twenty rupees, or* one-fourth of the balance due to him, *whichever is least, and shall be paid the remainder of his wages* within *two clear* days (*exclusive of any Sunday or public holiday*) *after he so leaves the ship.*

(2) *In the event of a seaman's wages or any part thereof not being paid or settled as by this section required, then, unless the delay is due to the act or default of the seaman, or to some reasonable dispute as to liability,* or to some other cause not being the act or default of the owner or master, *the seaman's wages shall continue to run and be payable until the time of the final settlement thereof.*

[Act I of 1859, s. 54 (am. by Act XIII of 1876, s. 10); Bill of 1867, s. 166; Bill of 1882, s. 66.] Cf. 1889, s. 4.

Rate of exchange for payment of seamen or apprentices in British Indian money.

86. (1) Where an agreement with the master of a British ship stipulates for the payment of wages or any other money to a seaman or apprentice in British sterling *or any other currency not being British Indian currency*, any payment in British India, if made in British Indian currency, shall, *notwithstanding anything in the agreement*, be made at the rate of exchange *for the time being current at the place where the payment is made.*

(2) *The Governor General in Council may, by notification in the Gazette of India, declare what shall be deemed, for the purposes of sub-section (1), to be the rate of exchange for the time being current at any place in British India.*

[Act I of 1859, s. 44; Bill of 1867, s. 155; Bill of 1882, s. 55.] Cf. 1854, s. 173; 1862, s. 15; 1880 (Wages, &c.), s. 4 (5).

Award by Superintendent.

87. (1) *Any Superintendent of a Mercantile Marine Office may hear and decide any question as to wages which is raised before him between the master or owner of a British ship and a seaman or apprentice, provided the amount in question does not exceed fifty rupees and the Superintendent does not consider that the question ought to be decided by a Court of law.*

(2) *Subject to the provisions of sub-section (1),* every *Superintendent of a Mercantile Marine Office* shall hear and decide any question whatever between a master or owner of a British ship and a seaman *or apprentice* which both parties agree in writing to submit to him

(3) Every award made by a *Superintendent* under *sub-section (1) or* sub-section (2) shall be binding on both parties, and shall, in any legal proceeding which may be taken in the matter before any Court or Magistrate, be deemed to be conclusive as to the rights of the parties.

(4) Any document purporting to be an agreement or award made under this section shall be admissible in evidence.

[Act I of 1859, s. 45; Bill of 1867, s. 156; Bill of 1882, s. 56.] Cf. 1854, s. 174; 1862, s. 15.

Master and others to produce ship's papers to Superintendents, and give evidence.

88. (1) In any proceeding relating to the wages, discharge or claims of any seaman *or apprentice* of a British ship which is carried on before a *Superintendent of a Mercantile Marine Office* under the provisions of this Act, the *Superintendent* may call upon the owner or his agent, the master, or any mate or other member of the crew, to produce any logs, papers or other documents in their respective possession or power relating to any matter in question in such proceeding, and may call before him and examine on any such matter any of such persons being then at or near the place *where such office is situate.*

(2) Every owner, agent, master *or* mate or other member of the crew who, when *so* called upon by the *Superintendent*, does not produce any such paper or document as aforesaid if in his possession or power, or does not appear and give evidence, shall, unless he *furnishes* some reasonable excuse for such default, be punished with fine which may extend to fifty rupees.

[Act I of 1859, s. 55; Act XVI of 1891; Bill of 1867, s. 167; Bill of 1882, s. 67.] Cf. 1854, s. 188.

Application to Magistrate for recovery of wages not exceeding five hundred rupees.

89. (1) Any seaman or apprentice of a British ship, or any person duly authorised on his behalf, may *apply to* any Magistrate acting in or near the place at which the service has terminated or at which the seaman or apprentice has been discharged, or at which any person upon whom the claim is made is or resides, for *the recovery of* any amount of wages due to such seaman or apprentice not exceeding five hundred rupees:

Provided that any Magistrate to whom an application is made under this section may, instead of dealing with the same himself, refer the parties to a Colonial Court of Admiralty or a Civil Court.

(2) Every *application dealt with by* a Magistrate under sub-section (1) *shall be heard and determined* in a summary manner, and the order of the Magistrate thereon shall be final.

[Act I of 1859, s. 57; Act XVI of 1891; Bill of 1867, s. 169; Bill of 1882, s. 69.] Cf. 1854, s. 189.

Bar of jurisdiction of superior Civil Courts in suits for wages not exceeding five hundred rupees.

90. No suit or proceeding for the recovery of wages *not exceeding* the sum of five hundred rupees shall be instituted by or on behalf of any seaman or apprentice of a British ship in any *Colonial* Court of Admiralty or (where there is a Court of Small Causes) in any Civil Court other than a Court of Small Causes, unless the owner of the ship is adjudged bankrupt or declared insolvent, or unless the ship is under arrest or *has been* sold by the authority of any such Court, or unless the Magistrate, acting under the authority of *section 89,* refers the *parties* to such Court.

The Indian Merchant Shipping Bill, 1892.
(Part III.—Masters, Seamen and Apprentices.—Chapter IX.—Wages and Discharge of Seamen and Apprentices, and Settlement of Claims.—Section 91. Chapter X.—Master's Wages, Disbursement and Liabilities.—Section 92. Chapter XI.—Power to rescind Contracts.—Section 93. Chapter XII.—Wages and Effects of Deceased Seamen and Apprentices.—Sections 94-98.)

Application of chapter to certain seamen of foreign ships.

91. *The provisions of this chapter, so far as they may be applicable, shall apply in the case of agreements made under section 63 to serve in foreign ships, and in the case of seamen executing such agreements, as if such ships were British ships.*

CHAPTER X.

MASTER'S WAGES, DISBURSEMENTS AND LIABILITIES.

Remedies for recovery of master's wages and disbursements and for liabilities incurred by master.

[Act I of 1859, s. 58; Act XVI of 1891; Bill of 1867, s. 170; Bill of 1882, s. 70.] Cf. 1854, s. 191; 1889, s. 1.

92. (*1*) Every master of a British ship shall, so far as the case permits, have the same rights, liens and remedies for the recovery of his wages *as* by this Act or any *other* law or any custom a seaman has for the recovery of his wages.

(*2*) *Every master of a British ship, and every person lawfully acting as master of a British ship by reason of the decease or incapacity from illness of the master of the ship, shall, so far as the case permits, have the same rights, liens and remedies for the recovery of disbursements properly made by him on account of the ship and for liabilities properly incurred by him on account of the ship, as a master of a British ship has, by sub-section (1) or any other law or any custom, for the recovery of his wages.*

(*3*) If in any proceeding in any *Colonial* Court of Admiralty touching the claim of a master of a British ship, *or any person lawfully acting as master* of a British ship, to wages *or such disbursements as aforesaid, or on account of such liabilities as aforesaid,* any right of set-off or counterclaim is set up, it shall be lawful for the Court to enter into and adjudicate upon all questions and to settle all accounts then arising or outstanding and unsettled between the parties to the proceeding, and to direct payment of any balance which is found to be due.

CHAPTER XI.

POWER TO RESCIND CONTRACTS.

Power to rescind contracts.

Cf. 1880 (Wages, &c.), s. 8.

93. (*1*) *Where a proceeding is instituted in or before any Court in relation to any dispute between an owner or master of a British ship and a seaman or apprentice, arising out of or incidental to their relation as such, or is instituted for the purposes of this section, the Court, if, having regard to all the circumstances of the case, it thinks it just so to do, may rescind any contract between the owner or master and the seaman or apprentice, or any contract of apprenticeship, upon such terms as the Court may think just.*

(2) The power conferred by this section shall be in addition to any other jurisdiction which the Court can exercise independently of this section.

(3) For the purposes of this section, "Court" includes any Magistrate having jurisdiction in the matter to which the proceeding relates.

CHAPTER XII.

WAGES AND EFFECTS OF DECEASED SEAMEN AND APPRENTICES.

Master to take charge of money and effects of seamen and apprentices dying during voyage.

[Act I of 1859, s. 59; Bill of 1867, s. 172; Bill of 1882, s. 72.] Cf. 1854, s. 194.

94. Whenever a seaman or apprentice dies during a voyage in a British ship which is to terminate at a port in British India, the master shall take charge of all money and effects which he leaves on board, and shall enter *or cause to be entered* in the official log (*if any*) a statement of the amount of *such* money and a description of *such* effects and, in case of a sale of *any* such effects, the sum received for each article sold.

Effects to be delivered, and money and wages paid, to Superintendent, with full account.

[Act I of 1859, s. 60; Bill of 1867, s. 173; Bill of 1882, s. 73.] Cf. 1854, s. 195 (*1*), (*4*); 1862, s. 15.

95. (*1*) The master shall, within forty-eight hours after his arrival at his port of destination in British India, deliver such effects as aforesaid *remaining in his hands,* and pay *all* money which he has *so* taken charge of or received, and also the wages due to the deceased, to the *Superintendent of the Mercantile Marine Office* at such port, and shall give to such *Superintendent* an account of the effects, money and wages so to be delivered and paid.

(*2*) No deductions claimed in such account shall be allowed unless verified,—

(*a*) if there is an official log, by the entry therein required *by section 166, clause (i),* and

(*b*) by such other vouchers (if any) as may be reasonably required by the *Superintendent.*

Penalties for contravening section 94 or section 95.

[Act I of 1859, s. 61; Bill of 1867, s. 174; Bill of 1882, s. 74.] Cf. 1854, s. 196; 1862, s. 15.

96. If any master fails to take charge of *any* money or effects of a seaman or apprentice, or to make *or cause to be made* entries in respect thereof, or to make delivery or payment, or to give an account, as hereinbefore directed, he shall be accountable for the money, wages and effects of the seaman or apprentice to such *Superintendent* as aforesaid, and shall pay and deliver the same accordingly; and shall in addition be punished with fine which may extend to treble the value of the money, *wages and* effects, or, if such value is not ascertained, to five hundred rupees.

Wages of seamen and apprentices lost with their ship to be paid to Superintendent.

Cf. 1862, s. 21 (*1*).

97. *Where a seaman or apprentice of a British ship registered in British India has been lost with his ship, his wages shall be paid by the owner of the ship to some Superintendent of a Mercantile Marine Office in British India.*

Wages and effects of seamen and apprentices dying in British India to be made over to Superintendent.

Cf. 1854, s. 198.

98. *Whenever any seaman or apprentice dies in British India, and is at the time of his death entitled to claim from the master or owner of any British ship in which he has*

The Indian Merchant Shipping Bill, 1892.
(Part III.—Masters, Seamen and Apprentices.—Chapter XII.—Wages and Effects of Deceased Seamen and Apprentices.—Sections 99-104. Chapter XIII.—Provisions, Health and Accommodation.—Sections 105-106.)

served any unpaid wages or undelivered effects, such master or owner shall pay such wages, and deliver or account for such effects, to the Superintendent of the Mercantile Marine Office at the port at which the seaman or apprentice was discharged or was to have been discharged, and in default of so doing shall be punished with fine which may extend to treble the value of the money and effects, or, if such value is not ascertained, to five hundred rupees.

[Act I of 1859, s. 61; Bill of 1867, s. 174; Bill of 1882, s. 74.] Cf. 1854, s. 196; 1862, ss. 15, 21 (1).

Procedure for recovery of money, wages and effects of deceased seamen and apprentices.

99. Any money, wages or effects referred to in section 94, section 95, *section 97 or section 98* may be recovered *by the Superintendent of a Mercantile Marine Office* in the *manner provided by Chapter IX or any other law for the time being in force for the recovery* of a seaman's wages.

Cf. 1862, s. 21 (2), (3).

Evidence as to loss of ship.

100. (*1*) *In any proceeding for the recovery of the wages of a seaman or apprentice of a British ship registered in British India who has been lost with his ship,—*

(*a*) *if it is shown by some official return produced out of the custody of any officer authorised to grant a port-clearance, or by other evidence, that the ship has, twelve months or upwards before the institution of the proceeding, left a port of departure in British India, and*

(*b*) *if a certificate from the Local Government is produced to the effect that the ship has not been heard of within a period of twelve months after such departure, and*

(*c*) *if it is not shown that the ship has been heard of within such period,*

the ship shall be deemed to have been lost with all hands on board, either immediately after the time at which she was last heard of, or at such later time as the Court may think probable.

(*2*) *The production out of the custody of the Superintendent of any Mercantile Marine Office of any duplicate agreement or list of the crew made out at the time of the last departure of the ship from British India, or*

the production of a certificate purporting to be a certificate from a Consular or other public officer at any port beyond British India, stating that certain seamen or apprentices were shipped in the ship from such port,

shall, unless the contrary be proved, be sufficient evidence that the seamen or apprentices therein named were on board at the time of the loss.

[Act I of 1859, s. 62 (am. by Act XII of 1891); Bill of 1867, s. 175; Bill of 1882, s. 75.] Cf. 1854, s. 199; 1862, ss. 15, 21 (4).

Disposal by Superintendent of money, wages and effects of deceased seamen and apprentices.

101. When money, *wages* or effects left by or due to any deceased seaman or apprentice who belonged to a British ship is or are *received by a Superintendent of a Mercantile Marine Office*, then, subject to such deductions for expenses incurred in respect of the seaman or apprentice or of his said money, *wages or* effects as the *Superintendent* may think proper to allow, the *Superintendent* may pay and deliver the said money, *wages* and effects to any claimants who can prove themselves to his satisfaction to be entitled thereto, and the *Superintendent* shall be thereby discharged from all further liability in respect thereof;

or, if he thinks fit so to do, the *Superintendent* may require probate or letters of administration, or a certificate under the Succession Certificate Act, 1889, to be taken out, and thereupon pay and deliver the said money, *wages* and effects to the legal representative of the deceased.

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[Act I of 18… s. 63 (rep. part by … XII of 187… Bill of 18… s. 176; Bill … 1882, s. 7… Cf. 1854, … s. 202; 1862, s. … 1882 (Expenses), s. 4 (*d*).

Procedure where money, wages or effects of deceased seaman or apprentice not claimed within one year.

102. (*1*) Where the *money*, wages or effects of any deceased seaman or apprentice who belonged to a British ship has or have been received by a *Superintendent of a Mercantile Marine Office*, and no claim thereto is substantiated within one year from such receipt, the *Superintendent* shall cause such effects to be sold and pay the proceeds of the sale, together with the unclaimed *money* and wages, into the public treasury.

(*2*) If, after any money has been so paid into the public treasury, any claim is made thereto, then

if the claim is established to the satisfaction of the *Superintendent*, the amount or so much as shall appear to be due to the claimant shall be paid to him, and

if the claim is not so established, the claimant may apply by petition to *a Magistrate*; and such *Magistrate*, after taking evidence, either orally or on affidavit, shall make such order on the petition as shall seem just:

Provided that, after the expiration of six years from the receipt of such *unclaimed money*, wages or effects by the *Superintendent*, no claim *to such money or wages or to the proceeds of the sale of such effects* shall be entertained without the sanction of the Local Government.

[Act I 1859, s. … Bill of 18… s. 162; Bill … 1882, s. 62. Cf. 1854, s. … 184.

Recovery of wages where freight has not been earned.

103. *The provisions of this chapter as to wages* shall apply to wage due to any seaman or apprentice of a British ship under section 76 and remaining unpaid at the date of his death.

Application of chapter to certain seamen of foreign ships.

104. *The provisions of this chapter shall apply in the case of money, wages and effects of seamen with whom an agreement has been made by the master of a foreign ship under section 63, as if the ship were a British ship.*

CHAPTER XIII.

PROVISIONS, HEALTH AND ACCOMMODATION.

[Act I of 1859, s. 47; Bill of 18… s. 159; Bill 1882, s. … Cf. 1854, s. 181.

Right to provisions when to commence.

105. The right of a seaman of a British ship to provisions shall be taken to commence either at the time at which he begins work, or at the time specified in the agreement for his being on board or beginning work, whichever first happens.

Cf. 1892, 3, 4, 6 (*1*).

Inspection of provisions and water for crew of foreign-going ship, prior to departure of ship.

106. (*1*) *All beef or pork in barrels, preserved meat or vegetables in tins, and flour or biscuits in casks, and all water, intended for the use of the crew of any foreign-going*

The Indian Merchant Shipping Bill, 1892.

(Part III.—Masters, Seamen and Apprentices.—Chapter XIII.—Provisions, Health and Accommodation.—Sections 107-109.)

British ship which is about to proceed to sea from a port in British India shall be inspected by an officer appointed by the Local Government in this behalf.

(2) *Such inspection shall be made, if practicable, before the articles are placed on board the ship, and shall be made in the prescribed manner.*

(3) *If the said officer is satisfied that the said articles are fit for such use as aforesaid, he shall sign and give to the master of the ship a certificate to that effect.*

(4) *The master of every ship referred to in sub-section (1) shall, before proceeding to sea, produce the certificate given to him under sub-section (3) to the officer authorised to grant a port-clearance.*

(5) *No officer as aforesaid shall grant a port-clearance for any such ship unless such certificate is so produced; and, if any attempt is made to take any such ship to sea without a clearance, the Local Government may detain her until such certificate is so produced.*

(6) *The Local Government may make rules to regulate the inspection of provisions and water under sub-section (1).*

[Act I of 1859, s. 64; Bill of 1867, s. 177; Bill of 1882, s. 77.] Cf. 1854, s. 221; 1862, s. 15.

Examination of provisions or water on complaint of crew.

107. (1) Any three or more *members* of the crew of any British ship may complain to any *Superintendent of a Mercantile Marine Office* or *to any* officer appointed by the Local Government in this behalf that the provisions or water *provided* for the use of the crew are or is at any time of bad quality, unfit for use or deficient in quantity.

(2) Any officer to whom such complaint is made may thereupon examine the said provisions or water or cause them or it to be examined; and if, on examination, *any of* such provisions or water are or is found to be of bad quality and unfit for use or to be deficient in quantity, the person making such examination shall signify the same in writing to the master of the ship.

(3) If the master does not thereupon provide other proper provisions or water in place of any so signified to be of bad quality and unfit for use, or does not procure the requisite quantity of any so signified to be deficient in quantity, or uses any provisions or water which have or has been so signified to be of bad quality and unfit for use, he shall be punished with fine which may extend to two hundred rupees.

(4) *When any* such examination as aforesaid *has been made,* the officer *to whom complaint was made as aforesaid* shall enter a statement of the result of the examination in the official log (*if any*), and shall, *unless he is himself the Superintendent of a Mercantile Marine Office,* send a report thereof to *such Superintendent.*

(5) Such report, if produced out of the custody of such *Superintendent,* shall be admissible in evidence.

[Act I of 1859, s. 65; Bill of 1867, s. 178; Bill of 1882, s. 78.] Cf. 1854, s. 222.

Forfeiture for frivolous complaint.

108. If any officer to whom a complaint is made under section 107 certifies in such statement as aforesaid that there was no reasonable ground for the complaint, each of the parties so complaining shall be liable to forfeit to the owner out of his wages a sum not exceeding *the amount of* one week's wages.

Inspection of provisions or water by Superintendent or Deputy Superintendent.

109. (1) The *Superintendent or Deputy Superintendent of the Mercantile Marine Office* at any port in British India may enter at any time on board of any British ship upon which seamen *or apprentices* have been shipped at such port, and inspect *any of* the provisions *or* water provided for the use of the crew, *other than provisions or water which have been inspected under section 106.* [Act I of 1859, s. 71; Bill of 1867, s. 184; Bill of 1882, s. 84.] Cf. 1854, s. 226; 1862, s. 15.

(2) If on *any such* inspection *any of* the provisions or water are or is found to be of bad quality and unfit for use, or deficient in quantity, the *Superintendent* shall proceed as provided in section 107, and the penalty provided by that section shall be incurred by any default of the master of the ship in respect of such provisions or water.

Allowance for short or bad provisions.

110. In either of the following cases (that is to say)— [Act I of 1859, s. 66; Bill of 1867, s. 179; Bill of 1882, s. 79.] Cf. 1854, s. 223.

(a) if during a voyage in a British ship the allowance of any of the provisions for which a seaman has stipulated by his agreement is reduced; or

(b) if it is shown that any of such provisions are or have during the voyage been bad in quality and unfit for use;

the seaman shall receive by way of compensation for such reduction or bad quality, according to the time of its continuance, the following sums, to be paid to him in addition to and to be recoverable as wages (that is to say)—

(i) if his allowance is reduced by any quantity not exceeding one-third of the quantity specified in the agreement, a sum not exceeding *four* annas *per diem* in the case of a European seaman or other person shipped on the same footing as a European seaman, or one anna *per diem* in the case of a lascar or *other* native seaman:

(ii) if his allowance is reduced by more than one-third of such quantity, *eight* annas *per diem* in the case of a European seaman or other person shipped on the same footing as a European seaman, or two annas *per diem* in the case of a lascar or *other* native seaman:

(iii) in respect of such bad quality as aforesaid, a sum not exceeding *twelve* annas *per diem* in the case of a European seaman or other person shipped on the same footing as a European seaman, or three annas *per diem* in the case of a lascar or *other* native seaman:

Provided that, if it is shown to the satisfaction of the Court or Magistrate trying the case that any provisions, the allowance of which has been reduced, could not be procured, or supplied in proper quantities, and that proper and equivalent substitutes were supplied in place thereof, the Court or Magistrate shall take such circumstances into consideration, and shall modify or refuse *the* compensation *payable under this section* as the justice of the case may require.

The Indian Merchant Shipping Bill, 1892.

(Part III.—Masters, Seamen and Apprentices.—Chapter XIII.—Provisions, Health and Accommodation.—Sections 111-116.)

[Act I of 1859, s. 67 (rep. in part by Act XII of 1876); Bill of 1867, s. 180; Bill of 1882, s. 80.] Cf. 1867, s. 4.

Medicines, medical stores, disinfectants and medical appliances to be provided and kept on board certain ships.

111. (*1*) All foreign-going British ships, *all home-trade British ships carrying passengers,* and all home-trade British ships of a burden *of eighty* tons *or upwards not carrying passengers* shall have always on board a sufficient supply of medicines, *medical stores, disinfectants and medical* appliances, suitable for diseases and accidents likely to happen on sea voyages, according to such scale as *may be fixed by the Governor General in Council* and published in the *Gazette of India.*

(*2*) *If in any ship medicines, medical stores, disinfectants or medical appliances are not provided or kept on board as required by sub-section* (*1*), the owner or master of the ship *shall be deemed to be in fault and* shall be punished with fine which may extend to two hundred rupees, *unless he can prove that the non-compliance with the said requirements was not caused by any inattention, neglect or wilful default on his part ; and, if it is proved that some person other than the owner or master is in fault, such person shall be punished with fine which may extend to two hundred rupees.*

(*3*) Nothing in this section shall apply to ships navigating from the United Kingdom and *complying with* the provisions of *section 4 of the Merchant Shipping Act, 1867.*

30 & 31 Vict., c. 124.

[Act I of 1859, s. 68; Bill of 1867, s. 181; Bill of 1882, s. 81.] Cf. 1854, s. 225.

Weights and measures.

112. (*1*) Every master of a British ship shall keep on board proper weights and measures for the purpose of determining the quantities of the several provisions and articles served out *to the crew,* and shall allow the same to be used at the time of serving out such provisions and articles in the presence of a witness whenever any dispute arises in regard to such quantities.

(*2*) Any master failing to comply with the provisions of this section shall be punished with fine which may extend to one hundred rupees.

[Act I of 1859, s. 70 (am. by Act XIII of 1876, s. 9); Bill of 1867, s. 183; Bill of 1882, s. 83.] Cf. 1823, s. 25; 1867, s. 9 (1), (2), (6), (8), (9).

Provision of accommodation for seamen and apprentices.

113. *(1) Every place in any British ship which is occupied by seamen or apprentices* engaged under this Act *and appropriated to their use shall have,—*

(*a*) for each European seaman or apprentice or other person shipped on the same footing as a European seaman, a space *of twelve superficial and seventy-two cubic feet,* and

(*b*) for each lascar or *other* native seaman or person shipped on the same footing as a lascar, a space of six superficial and thirty-six cubic feet,

measured on the deck or floor of such place.

(*2*) *Every such place shall be such as to make the space aforesaid available for the proper accommodation of the seamen or apprentices who are to occupy it, shall be securely constructed, properly lighted and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from effluvium which may be caused by cargo or bilge-water.*

(*3*) No place under the top-gallant forecastle shall be *occupied by or appropriated to the use of* any lascar or other native seaman or person shipped on the same footing as a lascar unless *the* forecastle deck *is* not less than *five* feet six inches above the *deck immediately* below it.

(*4*) Every place referred to in sub-section (*1*) shall be kept free from stores or goods of any kind, not being the personal property of the crew in use during the voyage.

(*5*) If any such place is not kept free from goods and stores as aforesaid, the master of the ship shall *be deemed to be in fault, and shall forfeit and pay to each seaman or apprentice lodged therein the sum of eight annas per diem for each day after complaint made to him by any two or more of such seamen or apprentices during which any goods or stores, not being the personal property of the crew, are stored or kept therein.*

(*6*) *If in any other respect the provisions of this section are not observed with respect to any such place, the owner of the ship shall be deemed to be in fault, and* shall be punished with fine which may extend to two hundred rupees.

Prohibition as to size of lascars' chests.

114. *The master of any British ship may refuse to allow any lascar or other native seaman, or person shipped on the same footing as a lascar, to carry in any place occupied by him and appropriated to his use in the ship any chest or other receptacle of a greater capacity than six cubic feet, or any chests or other receptacles of a greater aggregate capacity than six cubic feet.*

Inspection of medicines, medical stores, disinfectants, medical appliances and accommodation.

[Act I of 1859, s. 71; Bill of 1867, s. 184; Bill of 1882, s. 84.] Cf. 1854, s. 226; 1862, s. 15.

115. The *Superintendent or Deputy Superintendent of the Mercantile Marine Office* at any port in British India may enter at any time on board of any British ship upon which seamen *or apprentices* have been shipped at such port, and inspect the medicines, *medical stores, disinfectants and medical* appliances, and the accommodation for seamen *or apprentices,* prescribed by *or under* this Act or the Merchant Shipping Acts, 1854 *to 1892.*

17 & 18 Vict. c. 104, &c.

Expenses consequent upon illness of master, seaman or apprentice, how to be defrayed.

[Act I of 1859, s. 69; Bill of 1867, s. 182; Bill of 1882, s. 82.] Cf. 1854, s. 228; 1867, ss. 7, 8.

116. (*1*) The following expenses in respect of the illness *or burial* of the master or any seaman *or apprentice* of any British ship registered in British India shall be defrayed by the owner of the ship, without any deduction on that account from the wages of the master, seaman *or apprentice* :—

(*a*) when any such master, seaman *or apprentice* receives any hurt or injury in the service of the ship—the expenses of providing the necessary surgical and medical advice and attendance, with medicines, and of his subsistence, until he is cured, or *is* brought back to the port from which he was shipped or other port agreed upon, *or dies,* and the expenses of his conveyance to such port *and the expenses (if any) of his burial* ;

(*b*) *when any such master, seaman or apprentice is, on account of illness, temporarily removed from the ship for the purpose of preventing infection, or otherwise for the convenience of the ship, and subsequently returns to his duty,—the expenses of such removal, and of providing the necessary surgical*

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(Part III.—Masters, Seamen and Apprentices.—Chapter XIII.—Provisions, Health and Accommodation.—Section 117. Chapter XIV.—Complaints by Seamen and Apprentices.—Sections 118-119. Chapter XV.—Protection of Seamen and Apprentices from Imposition.—Sections 120-122.)

and medical advice and attendance, with medicines, and of his subsistence, while away from the ship ;

(*c*) *when any such master, seaman or apprentice is ill otherwise than as mentioned in clause (a)—the expenses of all medicines and surgical or medical advice and attendance given to him while on board his ship :*

Provided that where a seaman or apprentice is during any period, by reason of illness, incapable of performing his duty, and it is proved that such illness has been caused by his own wilful act or default, he shall not be entitled to wages for that period.

(*2*) *Whenever it is shown that any seaman or apprentice of any British ship registared in British India is ill and has, through the neglect of the owner or master, not been provided with proper food or water according to his agreement, or with such medicines, medical stores, medical appliances, anti-scorbutics or accommodation as are required by or under this Act or the Merchant Shipping Acts, 1854 to 1892, as the case may be, then, unless it can be shown that the illness has been produced by other causes,*

17 & 18 Vict., c. 104, &c.

the owner or master shall be liable to pay all expenses properly and necessarily incurred by reason of such illness (not exceeding in the whole three months' wages), either by the seaman or apprentice himself or on his behalf by—

(*d*) *any Local Government or Superintendent of a Mercantile Marine Office in British India, or*

(*e*) *any officer authorised in that behalf by the Government of any other British Possession, or*

(*f*) *any British Consular officer.*

[Bill of 1867, s. 180, last clause.]

(*3*) *Nothing in sub-section (2) shall affect—*

(*g*) *any further liability to which any owner or master is subject in respect of such neglect as aforesaid, or*

(*h*) *any remedy which any seaman or apprentice would have but for that sub-section.*

(*4*) *In cases not provided for by sub-section (1) or sub-section (2), any reasonable expenses duly incurred by the owner of a British ship registered in British India—*

(*i*) *for a master or seaman in respect of illness, or*

(*j*) *in respect of the burial of a master, seaman or apprentice dying while on service,*

shall, if duly proved, be deducted from the wages of such master, seaman or apprentice.

(*5*) *Where any expenses referred to in sub-section (1) have been* paid by *the master, seaman or apprentice* himself, *or where any expenses are payable under sub-section (2), the same may be recovered as if they were wages duly earned;* and, if *any such expenses are* paid or allowed out of any moneys forming part of the revenues of India, *the amount* shall be a charge upon the ship, and may be recovered with full costs of suit by the Secretary of State for India in Council.

Application of chapter to certain seamen of foreign ships.

117. *The provisions of this chapter, so far as they may be applicable, shall apply in the case of seamen with whom an agreement has been made by the master of a foreign ship under section 63, and in the case of ships to which any such agreement relates, as if such seamen had engaged to serve in a British ship.*

CHAPTER XIV.

COMPLAINTS BY SEAMEN AND APPRENTICES.

Seaman or apprentice to be allowed to go ashore to make complaint to a Magistrate or Superintendent.

118. (*1*) If any seaman or apprentice, while on board any British ship, states to the master that he desires to make complaint to a Magistrate *or a Superintendent of a Mercantile Marine Office* against the master or any *member* of the crew, the master shall, [Act I of 1859, s. 72; Bill of 1867, s. 186; Bill of 1882, s. 85.] Cf. 1854, s. 232.

if the ship is then at a place where there is a Magistrate *or a Superintendent of a Mercantile Marine Office,* so soon as the service of the ship will permit, or, if the ship is not then at such a place, so soon after her first arrival at such a place as the service of the ship will permit,

allow such seaman *or apprentice* to go ashore, or send him ashore in proper custody, so that he may be enabled to make such complaint.

(*2*) Any master failing to comply with the provisions of this section shall be punished with fine which may extend to one hundred rupees

Application of section 118 to certain seamen of foreign ships.

119. *The provisions of section 118 shall apply in the case of seamen with whom an agreement has been made by the master of a foreign ship under section 63, as if such ship were a British ship.*

CHAPTER XV.

PROTECTION OF SEAMEN AND APPRENTICES FROM IMPOSITION.

Protection of wages and salvage from encumbrances.

120. (*1*) No wages due or accruing due to any seaman or apprentice of a British ship shall be subject to attachment *by order of* any Court. [Act I of 1859, s. 73; Bill of 1867, s. 187; Bill of 1882, s. 86.] Cf. 1854, s. 233.

(*2*) Every payment of wages to a seaman of a British ship shall be valid in law, notwithstanding any previous sale or assignment of such wages or any encumbrance thereon.

(*3*) No assignment or sale of wages or salvage made *by a seaman* of a British ship prior to the accruing thereof shall bind the *seaman,* and no power-of-attorney or authority for the receipt of wages or salvage *due or accruing due to such a seaman* shall be irrevocable.

Debt exceeding three rupees when recoverable.

121. No debt exceeding in amount three rupees, incurred by any seaman of a British ship after he has engaged to serve, shall be recoverable until the service agreed for is concluded. [Act I of 1859, s. 74; Bill of 1867, s. 188; Bill of 1882, s. 87.] Cf. 1854, s. 234.

Penalty for overcharge by lodging-house-keeper.

122. If any person demands or receives from any seaman or apprentice of a British ship payment in respect of his board or lodging in the house of such person for a longer period than that during which the seaman or apprentice has actually boarded or lodged therein, he shall [Act I of 1859, s. 75; Bill of 1867, s. 189; Bill of 1882, s. 88.] Cf. 1854, s. 235.

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be punished with fine which may extend to one hundred rupees.

[Act I of 1859, s. 76; Bill of 1867, s. 190; Bill of 1882, s. 89.] Cf. 1854, s. 236.

Penalty for retaining money or effects of seaman or apprentice.

123. (*1*) If any person receives or takes into his possession or under his control any moneys or effects of any seaman or apprentice of a British ship, and does not return the same or pay the value thereof when so required by the seaman or apprentice, subject to the deduction of any sum which may be justly due to him from the seaman or apprentice in respect of board or lodging or otherwise, or absconds with any such moneys or effects, he shall be punished with fine which may extend to one hundred rupees.

(*2*) Any Magistrate *imposing a* fine *under sub-section* (*1*) may direct the amount or value of such moneys or effects as aforesaid, subject to such deduction as aforesaid, to be forthwith paid to the seaman or apprentice.

[Act I of 1859, s. 77; Bill of 1867, s. 191; Bill of 1882, s. 90.] Cf. 1854, s. 237, and 188c (Wages, &c.), s. 5.

Penalty for being on board ship without permission before seamen leave.

124. *Where a British ship is about to arrive, is arriving or has arrived at the end of her voyage, every person, not being in Her Majesty's service or not being duly authorised by law for the purpose, who—*

(*a*) *goes on board the ship, without the permission of the master, before the seamen lawfully leave the ship at the end of their engagement, or are discharged (whichever last happens); or,*

(*b*) *being on board the ship, remains there after being warned to leave by the master, or by a police-officer,*

shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to six months; and the master of the ship may take him into custody, and deliver him up forthwith to a police-officer to be taken before a Court or Magistrate capable of taking cognizance of the offence, and dealt with according to law.

[Act I of 1859, s. 78; Bill of 1867, s. 192; Bill of 1882, s. 91.] Cf. 1854, s. 238.

Penalty for solicitations by lodging-house-keepers.

125. If, within twenty-four hours after the arrival of any British ship at any port in British India, any person then being on board the ship solicits any seaman *or apprentice* to become a lodger at the house of any person letting lodgings for hire, or takes out of the ship any effects of any seaman *or apprentice,* except under the personal direction of the seaman *or apprentice* and with the permission of the master, he shall be punished with fine which may extend to fifty rupees.

Application of sections 120 to 123 to certain seamen of foreign ships.

126. *The provisions of sections 120 to 123 (both inclusive) shall apply in the case of seamen with whom an agreement has been made by the master of a foreign ship under section 63, as if such seamen had engaged to serve in a British ship.*

CHAPTER XVI.

DISCIPLINE.

[Act I of 1859, s. 80; Act V of 1883, s. 4 (2); Act XVI of 1891; Bill of 1867, ss. 194, 201; Bill of 1882, s. 107.] Cf. 1854, s. 240.

Power of Admiralty and Criminal Courts to remove master and appoint a new master.

127. Any *Colonial* Court *of* Admiralty in British India, or the principal Court of ordinary criminal jurisdiction at any port in British India where there is no *Colonial* Court *of* Admiralty, may, upon application by the owner, *a* part owner, the agent of the owner, *the* consignee, any certificated mate, or one-third or more *of the members* of the crew, of any British ship being within the jurisdiction of the Court, and upon proof on oath to the satisfaction of the Court that the removal of the master of the ship is necessary, remove him accordingly; and

may, with the consent of the owner or his agent, or the consignee of the ship, or, if there is no owner or agent of the owner or consignee of the ship within the jurisdiction of the Court, then without such consent, appoint a new master in his stead; and

may make such order, and require such security, in respect of costs in the matter, as it may think fit.

[Act I of 1859, s. 99; Bill of 1867, s. 218; Bill of 1882, s. 12[illegible]; Cf. 1854, s. 259.

On change of master, documents to be handed over to successor.

128. (*1*) If, during the progress of a voyage, the master of any British ship registered in British India is superseded, or for any other reason quits the ship, and is succeeded in the command by some other person, he shall deliver to his successor the various documents relating to the navigation of the ship and to the crew thereof which are in his custody; and shall in default be punished with fine which may extend to one thousand rupees.

(*2*) Such successor shall, immediately on assuming the command of the ship, enter in the official log a list of the documents so delivered to him.

[Act I of 1859, s. 79 (am. by Act of 1883, s. 3); Bill of 1867, s. 193; Bill of 1882, s. 106.] Cf. 1854, s. 239.

Punishment for misconduct endangering ship, life or limb.

129. If any master, seaman or apprentice of a British ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness,—

(*a*) does any act tending to the immediate loss, destruction or *material* damage of the ship, or tending immediately to endanger the life or limb of any person belonging to, or on board of, the ship, or

(*b*) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the ship from immediate loss, destruction or *material* damage, or for preserving any person belonging to or on board of the ship from immediate danger to life or limb,

he shall be punished with fine which may extend to one thousand rupees, or with imprisonment for a term which may extend to two years, or with both.

[Act I of 1859, s. 83; Bill of 18[illegible]; s. 202; Bill 1882, s. 10[illegible]; Cf. 1854, s. 243; [illegible] (Wages, &c.), ss. 10, 12. X of 18[illegible]

Punishment of seamen and apprentices for certain other offences.

130. Whenever any seaman of a British ship who has been lawfully engaged, or any apprentice of a British ship, commits any of the following offences, he *shall, notwithstanding anything in Chapter XXII of the Code of Criminal Procedure, 1882, be tried in a summary way, and* shall be punishable as follows (that is to say)—

Desertion.

(*1*) for desertion he shall be liable—

(*a*) to forfeit all or any part of the wages or emoluments which he has then earned, and

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(*b*) if the desertion takes place at any place not in British India, at the discretion of the Court, to forfeit all or any part of the wages or emoluments which he may earn in any other ship in which he may be employed until his next return to a port in British India, and to satisfy any excess of wages paid by the master or owner of the ship from which he deserts to any substitute engaged in his place at a higher rate of wages than the rate stipulated to be paid to him:

Failing to join ship, or absence without leave.

(*2*) for neglecting or refusing, without reasonable cause, to join his ship or proceed to sea in his ship, or

for absence without leave at any time within twenty-four hours *next preceding* the ship's sailing from any port either at the commencement or during the progress of any voyage, or

for absence at any time without leave and without sufficient reason from his ship or from his duty, where such absence does not amount to desertion or is not treated as such by the master,

he shall be liable to forfeit out of his wages a sum not exceeding two days' pay, and, in addition, for every twenty-four hours of absence, either a sum not exceeding six days' pay or any expenses which have been properly incurred in hiring a substitute:

Quitting without leave before ship is secured.

(*3*) for quitting *his* ship without leave after her arrival at her port of delivery and before she is placed in security, he shall be liable to forfeit out of his wages a sum not exceeding one month's pay:

Disobedience.

(*4*) for wilful disobedience to any lawful command he shall be punished with imprisonment for a term which may extend to four weeks, and shall also be liable, at the discretion of the Court, to forfeit out of his wages a sum not exceeding two days' pay:

Continued disobedience or neglect of duty.

(*5*) for continued wilful disobedience to lawful commands, or continued wilful neglect of duty he shall be punished with imprisonment for a term which may extend to twelve weeks, and shall also be liable, at the discretion of the Court, to forfeit, *out of his wages*, for every twenty-four hours' continuance of such disobedience or neglect either a sum not exceeding six days' pay or any expenses which have been properly incurred in hiring a substitute:

Assault on officer.

(*6*) for assaulting *the* master or *any* mate *of his ship* he shall be punished with imprisonment for a term which may extend to twelve weeks:

Combining to disobey, or to neglect duty, &c.

(*7*) for combining with any other *member or members* of the crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship or the progress of the voyage, he shall be punished with imprisonment for a term which may extend to twelve weeks:

Wilful damage or theft.

(*8*) for wilfully damaging *his* ship, or *committing theft in respect of*, or wilfully damaging, any of her stores or cargo, he shall be liable to forfeit out of his wages a sum equal in amount to the loss thereby sustained, and also, at the discretion of the Court, to imprisonment for a term which may extend to twelve weeks:

Act of smuggling, causing loss or damage to owner or master.

(*9*) for any act of smuggling of which he is convicted, and whereby loss or damage is occasioned to the owner or master, he shall be liable to pay to the owner or master such sum as is sufficient to reimburse the owner or master for such loss or damage; and the whole or a proportionate part of his wages may be retained in satisfaction or on account of such liability, without prejudice to any further remedy.

Section 130 not to take away remedy for breach of contract.

Cf. 1883, s. 54.

131. *Nothing in section 130 shall be deemed to take away or limit any remedy which an owner or master would have but for that section for any breach of contract in respect of matters constituting an offence against that section; but no owner or master shall be compensated more than once in respect of the same damage.*

Entry of offences in official log.

[Act I of 1859, s. 84; Bill of 1867, s. 203; Bill of 1882, s. 109.] Cf. 1854, s. 244.

132. (*1*) Upon the commission of any offence mentioned in section 130, the master shall make, *or cause to be made*, an entry thereof in the official log (*if any*), and such entry shall be signed by the master and also by the mate or some other member of the crew.

(*2*) The offender, if still in the ship, shall, before the next subsequent arrival of the ship at any port, or, if she is at the time in port, before her departure therefrom, either be furnished with a copy of such entry or have the same read over distinctly and audibly to him, and may thereupon make such reply thereto as he may think fit.

(*3*) A statement that a copy of the said entry has been so furnished, or that the same has been so read over as aforesaid, and the reply (if any) made by the offender, shall likewise be entered and signed in manner aforesaid.

(*4*) In any subsequent legal proceeding, the entries hereinbefore required shall, if practicable, be produced or proved, and in default of such production or proof the Court hearing the case may, at its discretion, refuse to receive evidence of the offence.

Penalty for false statement as to last ship or as to name.

[Act I of 1859, s. 95; Bill of 1867, s. 214; Bill of 1882, s. 123.] Cf. 1854, s. 255.

133. (*1*) If any seaman of a British ship, on or before being engaged, wilfully and fraudulently makes a false statement as to the name of his last ship, or last alleged ship, or wilfully and fraudulently makes a false statement as to his own name, he shall be punished with fine which may extend to fifty rupees.

(*2*) Such fine may be deducted from any wages which the seaman may earn by virtue of such engagement as aforesaid, and *may be applied, in whole or in part, in* reimbursement of the loss and expenses (if any) occasioned by any previous desertion.

Procedure in case of desertion, failure to join ship or absence without leave.

[Act I of 1859, ss. 86, 87; Bill of 1867, ss. 205, 206; Bill of 1882, ss. 111, 112.] Cf. 1854, ss. 246, 247; 1880, (Wages, &c.), s. 10.

134. (*1*) Whenever, either at the commencement or during the progress of a voyage, any seaman or apprentice deserts from, or neglects or refuses to

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join or proceed to sea in, any British ship in which he is duly engaged to serve, or is found otherwise absenting himself therefrom without leave,

the master or any mate, or the owner, ship's husband or consignee may, with or without the assistance of police-officers, who are hereby directed to give the same if required, *convey him on board:*

Provided that, if the seaman or apprentice so requires, he shall first be taken before some Court capable of taking cognizance of the matter, to be dealt with according to law.

(2) If any master, mate, owner, ship's husband or consignee—

(*a*) *conveys a seaman or apprentice* on board *without first complying with any requisition made by him to be taken before a Court as aforesaid*, or

(*b*) conveys a seaman or apprentice on board, or *takes him before a Court*, on grounds which appear to the Court to be improper or insufficient,

he shall be punished with fine which may extend to two hundred rupees; but such fine, if inflicted, shall be a bar to any suit for false imprisonment.

(3) Whenever any seaman or apprentice is brought before any Court on the ground of his having deserted from, or neglected or refused to join or proceed to sea in, any British ship in which he is engaged to serve, or of having otherwise absented himself therefrom without leave,

the Court may, if the master or the owner or his agent so requires, cause *the seaman or apprentice* to be conveyed on board for the purpose of proceeding on the voyage, or deliver him to the master or any mate of the ship, or the owner or his agent, to be by him so conveyed, and

may in such case order any costs and expenses properly incurred by or on behalf of the master or owner by reason of the offence to be paid by the *seaman or apprentice*, and if necessary to be deducted from any wages which he has then earned, or which by virtue of his then existing engagement he may afterwards earn,

(4) *If any seaman or apprentice of a British ship intends to absent himself from his ship or his duty, he may give notice of his intention, either to the owner or to the master of the ship, not less than forty-eight hours before the time at which he ought to be on board his ship, and, in the event of such notice being given, the Court shall not exercise any of the powers conferred on it by sub-section (3).*

Cf. 1871, s. 7; 1873, s. 9.

Procedure where, in proceeding for desertion or absence without leave, seaman or apprentice alleges unseaworthiness, unsafety or insufficient accommodation.

135. (1). *Whenever in any proceeding against a seaman or apprentice of a British ship for desertion, or for neglecting or refusing to join or proceed to sea in his ship, or for being otherwise absent therefrom without leave, it is alleged by one-fourth of the seamen belonging to the ship or, if the number of such seamen exceeds twenty, by not less than five such seamen,—*

(a) that the ship is unseaworthy or unsafe, or

(b) that the accommodation provided for the crew is insufficient,

the Court shall take such means as may be in its power to satisfy itself concerning the truth or untruth of the allegation, and shall for that purpose receive the evidence of the persons making the allegation and may summon any other witnesses whose evidence it may think it desirable to hear.

(2) If satisfied that the allegation is untrue, the Court shall proceed to adjudicate, but if not so satisfied, it shall—

in case (a), make a report to the Local Government in view to action being taken under section 4 of the Merchant Shipping Act, 1876, or section 207 of this Act, as the case may be, or 39 & 40 Vi[ct.] c. 80.

in case (b), make a report to the Superintendent of the Mercantile Marine Office in view to action being taken under section 115 of this Act.

(3) If any seaman or apprentice of a British ship is detained for the purpose of any proceeding referred to in sub-section (1), and if upon any further proceedings taken under the Merchant Shipping Act, 1876, or Chapter XXIV or Chapter XIII of this Act, as the case may be, it is proved that the ship is unseaworthy or unsafe, or that the accommodation provided for the crew is insufficient, the owner or master of the ship shall be liable to pay to such seaman or apprentice such compensation for his detention as the Court may direct.

[Act XIII 1876, s. 6; Bill of 188[?] s. 113.]

Report of desertions and absences without leave.

136. (1) Whenever any seaman or apprentice not shipped in British India deserts or otherwise absents himself without leave from a British ship in which he is engaged to serve, the master of the ship shall, within forty-eight hours of discovering such desertion or absence, report the same to *the Superintendent of a Mercantile Marine Office or to* such *other* officer (*if any*) as the Local Government may, *by notification in the official Gazette*, appoint in this behalf, unless in the meantime the deserter or absentee returns.

(2) Any master wilfully neglecting to comply with the provisions of this section shall be punished with fine which may extend to one hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

[Act I of 1859, s. 89; Bill of 186[?] s. 208; Bill [of] 1882, s. 11[?]. Cf. 1854, s. 249; 186[?] 15.

Entries and certificates of desertion abroad to be copied, sent to British India and admitted in evidence.

137. (1) Whenever a seaman *or apprentice shipped in British India on* a British ship registered in British India deserts therefrom while the ship is out of British India, the master shall produce the entry in the official log *(if any)* of such desertion to the person or persons required *or authorised* by section 207 of the Merchant Shipping Act, 1854, to endorse on the agreement a certificate of such desertion. 17 & 18 V[ict.] c. 104.

(2) Such person or persons shall thereupon make and certify a copy of such entry and a copy of the said certificate of desertion.

(3) The master shall forthwith transmit such copies to the *Superintendent of the Mercantile Marine Office* at the port at which the seaman *or apprentice* was *shipped*, and the Superintendent

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shall, if required, cause the same to be produced in any legal proceeding.

(4) Such copies, if purporting to be so made and certified as aforesaid, shall in any legal proceeding relating to such desertion be admissible in evidence.

[...t I of ..., s. 90; ... of 1867, ...; Bill of ..., s. 118.] ...1854, s.

Facilities for proving desertion so far as concerns forfeiture of wages or emoluments.

138. (1) Whenever a question arises whether the wages *or emoluments* of any seaman or apprentice of a British ship are forfeited for desertion, it shall be sufficient for the party insisting on the forfeiture to show that the seaman or apprentice was duly engaged in, or that he belonged to, the ship from which he is alleged to have deserted, and that he quitted such ship before the completion of the voyage or engagement, or, if the voyage was to terminate at any port in British India, and the ship has not returned *to British India*, that he is absent from her, and that an entry of the desertion has been duly made in the official log *(if any)*.

(2) Thereupon the desertion shall, so far as relates to any forfeiture of wages or emoluments under the provisions hereinbefore contained, be deemed to be proved, unless the seaman or apprentice can produce a proper certificate of discharge or can otherwise show to the satisfaction of the Court that he had sufficient reason for leaving his ship.

[...t I of ..., s. 92; ... of 1867, ...; Bill of ..., s. 120.] ...1854, s.

Amount of forfeiture how to be ascertained when seamen contract for the voyage.

139. (1) Where a seaman of a British ship contracts for wages by the voyage or by the run or by the share, and not by the month or *any* other stated period of time, the amount of forfeiture to be incurred under this Act shall be taken to be an amount bearing the same proportion to the whole wages or share as *a month or other* the period hereinbefore mentioned in fixing the amount of such forfeiture (as the case may be) bears to the whole time spent in the voyage.

(2) If the whole time spent in the voyage does not exceed the period for which the pay is to be forfeited, the forfeiture shall extend to the whole wages or share.

[...t I of ..., s. 94; ... of 1867, ...; Bill of ..., s. 122.] ... 1854, ...

Questions of forfeitures may be decided in suits for wages.

140. Any question concerning the forfeiture of or deductions from the wages of any seaman or apprentice of a British ship may be determined in any proceeding lawfully instituted with respect to such wages, notwithstanding that the offence in respect of which such question arises, though hereby made punishable by imprisonment as well as forfeiture, has not been made the subject of any criminal proceeding.

[...t I of ..., s. 93; ... of 1867, ...; Bill of ..., s. 121]. 1854, s.

Application of forfeitures.

141. (1) All wages and emoluments which under the provisions hereinbefore contained, are forfeited for desertion shall be applied in the first instance in or towards the re-imbursement of the expenses occasioned by such desertion to the master or owner of the ship from which the desertion has taken place, and may, if earned subsequently to the desertion, be recovered by such master or by the owner or his agent in the same manner as the deserter might have recovered the same if they had not been forfeited; and in any legal proceeding relating to such wages the Court may order the same to be paid accordingly; and, subject to such re-imbursement, the same shall be paid into the public treasury and carried to the account of the Government.

(2) In all other cases of forfeiture of wages under the provisions hereinbefore contained, the forfeiture shall, in the absence of any specific directions to the contrary, be for the benefit of the master or owner by whom the wages are payable.

Power to deduct from wages costs of procuring conviction.

142. Whenever, in any proceeding relating to a seaman's *or apprentice's* wages, it is shown that any seaman or apprentice of a British ship has in the course of the voyage been convicted of any offence by any competent tribunal and rightfully punished therefor by imprisonment or otherwise, the Court hearing the case may direct a part of the wages due to such seaman *or apprentice*, not exceeding thirty rupees, to be applied in reimbursing any costs properly incurred by the master in procuring such conviction and punishment. [Act I of 1859, s. 92; Bill of 1867, s. 210; Bill of 1882, s. 119.] Cf. 1854, s. 251.

Power to send on board seaman or apprentice not shipped in British India who is undergoing imprisonment.

143. (1) If any seaman or apprentice of a British ship, who was not shipped in British India, is imprisoned for any offence for which he has been sentenced to imprisonment for a term not exceeding one month, [Act I of 1859 s. 88; Act XIII of 1876, s. 7; Bill of 1867, s. 207; Bill of 1882, ss. 114, 115.] Cf. 1854, s. 248.

and if during such imprisonment and before his engagement is at an end his services are required on board his ship,

any Magistrate may, at the request of the master or of the owner or his agent, cause the seaman or apprentice to be conveyed on board the ship for the purpose of proceeding on the voyage, or to be delivered to the master or any mate of the ship or to the owner or his agent, to be by him so conveyed, notwithstanding that the period for which he was sentenced to imprisonment has not terminated.

(2) *The officer in charge of the jail in which such seaman or apprentice is confined shall obey all orders given by a Magistrate under this section.*

Procedure where seaman or apprentice not shipped in British India is imprisoned on complaint of master or owner.

144. (1) If any seaman or apprentice of a British ship, who was not shipped in British India, is imprisoned, on complaint made by or on behalf of the master or owner of the ship, for any offence for which he has been sentenced to imprisonment for a term not exceeding one month, then— [Act XIII of 1876, s. 8 (am. by Act XII of 1891); Bill of 1882, s. 116.] Cf. 1862, s. 15.

(a) while such imprisonment lasts, no person shall, without the previous sanction in writing of the Local Government or of such officer as it may appoint in this behalf, engage any native of India to serve as a seaman on board such ship; and

(b) the Local Government, or such officer as it may appoint in this behalf, may tender such seaman or apprentice to the

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master or owner of the ship, and if such master or owner, without assigning reasons satisfactory to the Local Government or to such officer as aforesaid, refuses to receive him on board, may require such master or owner to deposit in the local *Mercantile Marine Office*—

(*i*) the wages due to such seaman or apprentice, and his money and effects, and

(*ii*) such sum as may in the opinion of the Local Government or such officer as aforesaid be sufficient to defray the cost of the passage of the said seaman or apprentice to the port at which he was shipped, according to the scale of cost usual in the case of distressed seamen.

(2) Whoever wilfully disobeys the prohibition contained in clause (*a*) of sub-section (*1*) shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

(3) Any master or owner refusing or neglecting to deposit any wages, money, effects or sum *when required under clause (b) of sub-section (1) so to do* shall be punished with fine which may extend to five hundred rupees.

[Act I of 1859, s. 96; Bill of 1867, s. 215; Bill of 1882, s. 124.] Cf. 1854, s. 256; 1862, s. 15.

Entry in official log, and recovery, of fines levied under agreement.

145. (*1*) Whenever any seaman of a British ship commits an act of misconduct for which his agreement imposes a fine, and which it is intended to punish by exacting such fine, the master shall make, *or cause to be made*, an entry thereof in the official log (*if any*), *and such entry shall be signed by the master and also by the mate or some other member of the crew.*

(2) *The provisions of section 132, sub-sections (2) and (3), shall apply to every such entry.*

(3) Such fine shall be deducted and paid over as follows (that is to say),—

(*a*) if the offender is discharged at any port in British India,

and the offence, and the entries in respect thereof required by sub-sections (*1*) and (*2*), are proved, in the case of a foreign-going ship, to the satisfaction of the *Superintendent of a Mercantile Marine Office* before whom the offender is discharged, and, in the case of a home-trade ship, to the satisfaction of the *Superintendent of the Mercantile Marine Office* at or nearest to the place at which the crew is discharged,

the master or owner shall deduct the fine from the wages of the offender and pay the same over to such *Superintendent:*

(*b*) if, before the final discharge of the crew in British India, the offender enters into any of Her Majesty's ships or is discharged at any place not in British India,

and the offence and such entries as aforesaid are proved to the satisfaction of the officer in command of the ship into which he so enters, or of the consular officer, officer of Customs or other person by whose sanction he is so discharged,

the master or owner shall deduct the fine from the wages of the offender, and *the master shall make, or cause to be made*, an entry of such deduction in the official log (*if any*), and such entry shall be signed by such officer or other person as aforesaid, and, on the return of the ship to British India, the master or owner shall pay over the fine, in the case of a foreign-going ship to the *Superintendent of a Mercantile Marine Office* before whom the crew is discharged, and in the case of a home-trade ship to the *Superintendent of the Mercantile Marine Office* at or nearest to the place at which the crew is discharged.

(4) If any master or owner neglects or refuses to pay over any fine to a *Superintendent of a Mercantile Marine Office, as required by sub-section (3)*, he shall be punished with fine which may extend to six times the amount of the fine retained by him.

(5) No act of misconduct for which a fine has been *deducted under sub-section (2)* shall be otherwise punished under the provisions of this Act.

Penalty for enticing to desert or harbouring deserter.

146. Every person who *abets* any seaman or apprentice of a British ship in deserting from, or neglecting or refusing to join or proceed to sea in, his ship, or in otherwise absenting himself from his duty, and

every person who wilfully harbours or secretes any seaman or apprentice of a British *or foreign* ship who has deserted from or wilfully neglected or refused to join *or proceed to sea in* his ship, knowing or having reason to believe such seaman or apprentice to have so done,

shall for each such seaman or apprentice be punished with fine which may extend to one hundred rupees:

Provided that a wife shall not be punished for harbouring or secreting her husband.

[Act XIII of 1856, s. 54; Act I of 1859, s. 97; Bengal Act IV of 1866, s. 42; Madras Act III of 1888, s. 70; Bill of 1867, s. 216; Bill of 1882, s. 125.] Cf. 1854, s. 257.

Penalty for obtaining passages surreptitiously.

147. Any person who secretes himself and goes to sea in any British ship without the consent of the master or owner or *some* other person entitled to give such consent, shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to four weeks.

[Act I of 1859, s. 98; Bill of 1867, s. 217; Bill of 1882, s. 126.] Cf. 1854, s. 258.

Seafaring persons whom masters of ships are compelled to convey, and persons going in ships without leave, to be subject to laws for preserving discipline.

148. Every seafaring person whom the master of a British ship is, under the authority of this Act or any *other* law, compelled to take on board and convey, and

every person who goes to sea in a British ship without the consent of the master or owner or *some* other person entitled to give such consent,

shall, so long as he remains in the ship, be subject to the same laws and regulations for preserving discipline, and to the same penalties and punishments for offences constituting or tending

[Act I of 1859, s. 85; Bill of 1867, s. 204; Bill of 1882, s. 110.] Cf. 1854, s. 245.

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to a breach of discipline, to which he would be subject if he were a member of the crew and had signed the agreement.

CHAPTER XVII.

LEAVING SEAMEN OR APPRENTICES IN BRITISH INDIA.

[Bill of 1867, s. 148.] Cf. 1854, s. 205.

Discharge of seamen or apprentices on disposal of ship in British India, and procedure thereupon.

149. (1) *Whenever a British ship, other than a home-trade ship of a burden of less than eighty tons, is transferred or disposed of at any port in British India, and any seaman or apprentice belonging to the ship does not, in the presence of the Superintendent of the Mercantile Marine Office, signify his consent in writing to complete the voyage if continued, the master—*

shall give to each such seaman or apprentice a certificate of discharge, in the form mentioned in section 81, and,

where a certificated mate or engineer whose certificate has been delivered to and retained by the master is so discharged, shall return such certificate, and

shall, besides paying the wages to which such seaman or apprentice is entitled, either—

(a) provide him with adequate employment on board some other British ship bound to the port in Her Majesty's dominions at which he was originally shipped, or to such other port in Her Majesty's dominions as may be agreed to by him or

(b) provide the means of sending him back to such a port, or

(c) provide him with a passage home, or

(d) deposit with such Superintendent as aforesaid such a sum of money as may by such Superintendent be deemed sufficient to defray the expenses of his subsistence and passage home.

(2) Such Superintendent shall indorse upon the agreement of the ship which the seaman or apprentice is leaving the particulars of every such payment, provision or deposit.

(3) If any master of a British ship refuses or neglects to comply with the requirements of this section in respect of any seaman or apprentice, the expenses of the subsistence of the seaman or apprentice and of his passage home shall, unless the seaman or apprentice has been guilty of barratry, be recoverable as follows, that is to say:—

(i) if such expenses are defrayed by such Superintendent as aforesaid, they shall be a charge upon the ship and upon the owner for the time being thereof, and may be recovered from such owner, with costs, as a debt due to the Secretary of State for India in Council, either by ordinary process of law, or in the manner provided by Chapter IX or any other law for the time being in force for the recovery of a seaman's wages;

(ii) if such expenses are defrayed by the seaman or apprentice himself, they may be recovered as wages due to him.

Discharge, or leaving behind, in British India, of seamen or apprentices not shipped in British India.

150. (1) No seaman or apprentice of a British ship who was not shipped in British India— [Act XIII of 1876, s. 4; Bill of 1867, ss. 149, 158; Bill of 1882, s. 58.] Cf. 1854, s. 207 (1), (3); 1862, s. 15.

(a) shall be discharged *at any port in British India* without the previous sanction in writing of the *Superintendent of the Mercantile Marine Office*, or

(b) *shall be left behind at any place in British India without a certificate in writing previously obtained from some Superintendent of a Mercantile Marine Office and indorsed on the agreement with the crew, stating the fact and whether the cause thereof is unfitness or inability to proceed to sea, desertion or disappearance.*

(2) Such sanction *or certificate* shall be given or withheld at the discretion of the *Superintendent*; but, whenever it is withheld, the reasons for withholding it shall be recorded by him in writing.

(3) The Superintendent to whom any application for a certificate is made under sub-section (1) shall enquire in a summary way into any allegation of unfitness, inability, desertion or disappearance as aforesaid, and may for that purpose, if he thinks fit so to do, administer oaths.

(4) Any person discharging *or leaving behind* a seaman or apprentice in wilful disobedience to the prohibition contained in sub-section (1) shall be punished with imprisonment for a term which may extend to three months, or with fine which may extend to one thousand rupees, or with both.

Proof of sanction or certificate on whom to lie.

151. *Upon the trial of any proceeding against any person for discharging or leaving behind any seaman or apprentice contrary to the provisions of section 150, it shall lie upon such person either to produce the sanction or certificate, as the case may be required by that section, or to prove that he had obtained the same previously to having discharged or left behind such seaman or apprentice, or that it was impracticable for him to obtain such sanction or certificate.* [Bill of 1867, s. 150.] Cf. 1854, s. 208.

Wages to be paid when seaman or apprentice is left behind on ground of unfitness or inability.

152. (1) *Every master of a British ship who leaves any seaman or apprentice on shore at any place in British India under a certificate of his unfitness or inability to proceed to sea shall deliver to the Superintendent of the Mercantile Marine Office by whom such certificate is granted a full and true account of the wages due to such seaman or apprentice, and shall pay such wages to the seaman or apprentice himself, either in money or by a bill drawn upon the owner:* [Bill of 1867, ss. 151, 152.] Cf. 1854, ss. 209, 210; 1862, ss. 15, 19.

Provided that, whenever it is practicable so to do, such payment shall be made in money and not by bill.

(2) Whenever a bill is so drawn, such Superintendent shall by indorsement certify thereon that the same is drawn for money due on account of a seaman's or apprentice's wages,

and shall indorse the amount for which such bill is drawn, with such further particulars in

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respect of the case as the Board of Trade may require, upon the agreement of the ship.

(3) Where a bill is so drawn, the owner of the ship shall be liable to pay the amount of the same to the holder or indorsee thereof; and it shall not be necessary in any proceeding against the owner upon any such bill to prove that the master had authority to draw the same.

(4) Any bill produced out of the custody of a Superintendent of a Mercantile Marine Office and purporting to be drawn in pursuance of this section, and to be indorsed as herein required, and

any indorsement on any such bill purporting to be made in pursuance of this section, and to be signed by the Superintendent of a Mercantile Marine Office,

shall be admissible in evidence.

(5) Any master who refuses or neglects to deliver an account of wages, or to pay any wages, as required by sub-section (1), shall be punished with fine which may extend to one hundred rupees; and any master who delivers a false account of such wages shall be punished with fine which may extend to two hundred rupees; without prejudice in either case to his liability to pay the said wages

CHAPTER XVIII.

DISTRESSED SEAMEN AND APPRENTICES.

[Act VII of 1880, s. 54; Bill of 1882, s. 92.]

Definition of "Local authority."

153. In this chapter "Local Authority" means such person as the Local Government may, subject to the control of the Governor General in Council, appoint by name or in virtue of his office to exercise the powers conferred, and to perform the duties imposed, on the local authority under this chapter.

[Act VII of 1880, s. 55; Bill of 1867, s. 153; Bill of 1882, s. 93.] Cf. 1854, s. 211; 1855, s. 16.

Relief of distressed seamen and apprentices at British Indian ports.

154. Subject to any rules made under section 162, the Local Authority may provide for the subsistence—

(a) of all seamen and apprentices, being Native Indian subjects of Her Majesty, who have been shipwrecked, discharged or left behind at any place in British India, whether from any British ship employed in the merchant service, or from any of Her Majesty's ships, or who have been engaged by any person (whether acting as principal or agent) to serve in any ship belonging to any foreign Prince or State, or to the subject of any foreign Prince or State, and who are in distress in any such place; and

(b) of all seamen and apprentices, not being Native Indian subjects of Her Majesty, who have been shipwrecked, discharged or left behind at any place in British India from any British ship registered in British India and who are in distress in any such place,

until such time as such Authority is able to provide them with a passage under the provisions hereinafter contained.

[Act VII of 1880, ss. 56, 57; Bill of 1867, s. 153; Bill of 1882, ss. 94, 95.] Cf. 1854, s. 211; 1855, s. 16.

Distressed seamen and apprentices to be sent home.

155. (1) Subject as aforesaid, the Local Authority may cause such seamen or apprentices to be put on board some ship belonging to any subject of Her Majesty which is in want of men to make up its complement, and is bound—

(a) in the case of seamen or apprentices who are Native Indian subjects of Her Majesty, to their home or to a port in British India near their home;

(b) in the case of other British seamen or apprentices, to any port in the United Kingdom or the British Possession to which they belong (as the case requires); and

(c) in the case of seamen or apprentices not being subjects of Her Majesty, to such place as the local authority, subject to the control of the Governor General in Council, may in each case determine.

(2) In default of any such ship, the Local Authority may, subject as aforesaid, provide such seamen or apprentices with a passage in any ship (whether British or foreign) bound as aforesaid.

[Act VII of 1880, s. 58; Bill of 1867, s. 153; Bill of 1882, s. 96.] Cf. 1854, s. 211.

Name and other particulars with regard to seamen and apprentices to be indorsed on agreement of British ship.

156. The Local Authority shall indorse on the agreement of any British ship on board of which any seaman or apprentice is sent under section 155 the name of every person so sent on board thereof, with such particulars concerning the case as may be prescribed.

[Act VII of 1880, ss. 59, 60; Bill of 1867, s. 154; Bill of 1882, ss. 97, 98.] Cf. 1854, s. 212.

Master of British ship compelled to convey and give subsistence to such seamen and apprentices.

157. (1) The master of every British ship bound as aforesaid shall receive and afford a passage and subsistence to all seamen and apprentices whom he is required to take on board his ship under the provisions of section 155, not exceeding one for every fifty tons burden, and shall, during the passage, provide every such seaman or apprentice with a proper berth or sleeping-place effectually protected against sea and weather.

(2) If the master of any such ship fails or refuses to receive on board his ship, or to give a passage or subsistence to, or to provide for, any such seaman or apprentice contrary to the provisions of sub-section (1), he shall, for each seaman and apprentice with respect to whom he so fails or refuses, be punished with fine which may extend to one thousand rupees.

[Act VII of 1880, s. 61; Bill of 1882, s. 99.] Cf. 1854, ss. 211, 218; 1862, s. 15.

Conditions under which master may claim payment.

158. (1) When any master of a British ship has conveyed a seaman or apprentice in excess of the number (if any) wanted to make up the complement of his crew to any place in accordance with the requisition of a Local Authority under this chapter, such master shall be entitled to be paid by the Secretary of State for India in Council in respect of the subsistence and passage of such seaman or apprentice such sum per diem as the Governor General in Council may appoint:

Provided that no payment shall be made under this section except on the production of the following documents (that is to say):—

(a) a certificate signed by the Local Authority by whose direction such seaman or apprentice was received on board, specifying the name of such seaman or apprentice and the time when he was received on board; and

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(*b*) a declaration in writing by such master, stating—

(*i*) the number of days during which such seaman or apprentice received subsistence and was provided for as aforesaid on board his ship;

(*ii*) the number of men and boys forming the complement of his crew;

(*iii*) the number of seamen and apprentices employed on board his ship during the time such seaman or apprentice was on board; and

(*iv*) every variation (if any) of such number.

(2) The declaration required by clause (*b*) of sub-section (1) shall, in the case of a ship conveying Native Indian subjects of Her Majesty to a port in British India, be made before a *Superintendent of a Mercantile Marine Office* or such other officer as the Local Government may appoint; and

shall, in other cases, be made and verified in the same manner as declarations made under section 212 of the Merchant Shipping Act, 1854.

Wages of, and expenses incurred in respect of, distressed seamen and apprentices to be charged in certain cases on ship to which they belong.

159. (*a*) If any seaman or apprentice, being a Native Indian subject of Her Majesty and belonging to any British ship, is discharged or left behind at any place in British India without full compliance on the part of the master with all the provisions in that behalf of the law for the time being in force, and becomes distressed and is relieved under the provisions of this chapter; or

(*b*) if any seaman or apprentice, being a Native Indian subject of Her Majesty, after having been engaged by any person (whether acting as principal or agent) to serve in any ship belonging to any foreign Prince or State or to the subject of any foreign Prince or State, becomes distressed and is relieved as aforesaid; or

(*c*) if any seaman or apprentice belonging to any British ship registered in British India, and not being a Native Indian subject of Her Majesty, is discharged or left behind at any place in British India without full compliance as aforesaid, and becomes distressed and is relieved as aforesaid,

the wages (if any) due to such seaman or apprentice, and all expenses incurred for his subsistence, necessary clothing, conveyance home, and, in case he should die before reaching home, for his burial, shall be a charge upon the ship, whether British or foreign, to which he so belonged as aforesaid.

Mode of recovering such wages and expenses.

160. (1) All such wages and expenses shall be recoverable with costs either from the master of such ship or from the person who is owner thereof for the time being, or, in the case of an engagement for service in a foreign ship, from such master or owner or from the person by whom such engagement was so made, in the same manner as other debts due to the Secretary of State for India in Council, or in the manner provided by Chapter IX or any other *law for the time being in force for the recovery* of a seaman's wages.

(2) The Local Government may, by notification in the official Gazette, authorise, either generally or specially, such persons as it may think fit to sue for any such wages and expenses and recover the same.

(3) Every person so authorised shall be entitled to sue and recover accordingly, and shall be deemed to be a person filling a public office within the meaning of the Indian Evidence Act, 1872, section 57, clause (7): I of 1872.

Provided that when any such wages *or* expenses are due to or in respect of a seaman or apprentice referred to in section 159, clause (*c*), they may, instead of being recovered by a person authorised under sub-section (2), be recovered by the Board of Trade in manner provided by the Merchant Shipping Act, 1854, section 213, and when so recovered shall be paid by the said Board to the Secretary of State for India in Council. 17 & 18 Vict., c. 104.

Evidence of distress and expenses incurred.

[Act VII of 1880, s. 66; Bill of 1882, s. 104.] Cf. 1854, s. 213.

161. In all proceedings under *the foregoing provisions of* this chapter, whether in British India or elsewhere, the production of a certificate signed by the Local Authority by which any seaman or apprentice named therein was relieved, or any expenses were incurred, under *the said provisions*, to the effect that such seaman or apprentice was in distress, and that such expenses were incurred in respect of such seaman or apprentice, shall be *conclusive proof* that such seaman or apprentice was relieved, conveyed home or buried (as the case may be) at the expense of the revenues of India.

Power to make rules.

[Act VII of 1880, s. 67; Bill of 1882, s. 105.] Cf. 1855, s. 16; 1862, s. 22.

162. The Governor General in Council may make rules to determine under what circumstances and subject to what conditions seamen or apprentices may be relieved and provided with passages under *the foregoing provisions of* this chapter, and generally to carry out the *said* provisions.

Relief of distressed seamen to whom the English Merchant Shipping Acts apply.

[Act XIII of 1876, s. 3; Act VII of 1880, s. 54; Bill of 1882, ss. 92, 157.] Cf. 1854, s. 213.

163. (1) Nothing in the foregoing provisions of this chapter shall apply to seamen or apprentices to whom the provisions of section 211 of the Merchant Shipping Act, 1854, or of section 16 of the Merchant Shipping Act Amendment Act, 1855, apply. 17 & 18 Vict., c. 104. 18 & 19 Vict., c. 91.

(2) A certificate signed by a Secretary to the Local Government, or by such other officer as the Local Government may appoint in this behalf, to the effect that any seaman named therein is distressed, shall, in all proceedings under sections 211, 212 and 213 of the Merchant Shipping Act, 1854, be conclusive *proof* that such seaman is distressed within the meaning of those sections. 17 & 18 Vict., c. 104.

(3) Any master of a British ship refusing to accept such seaman as a distressed seaman under the provisions of the said sections shall, for each seaman with respect to whom he so refuses, be punished with fine which may extend to one thousand rupees.

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[Act V of 1883, ss. 32, 33; Bill of 1882, s. 71.] 17 & 18 Vict., c. 104. 18 & 19 Vict., c. 91.

Recovery in British India, under the Merchant Shipping Acts, 1854 and 1855, of wages and expenses of distressed seamen and apprentices.

164. (*1*) Where any wages or expenses recoverable under section 213 of the Merchant Shipping Act, 1854, or under section 16 of the Merchant Shipping Act Amendment Act, 1855, are, under the same sections, a charge upon any ship, or recoverable from any master, owner or other person, within the jurisdiction of any Court in British India, the Governor General in Council may, by notification in the Gazette of India authorise, either generally or specially, such persons as he may think fit to sue for and recover those wages or expenses in the manner provided in the Merchant Shipping Act, 1854, section 213. (17 & 18 Vict., c. 104.)

(*2*) Every person so authorised shall be entitled to sue and recover accordingly in any such Court, and shall be deemed to be a person filling a public office within the meaning of the Indian Evidence Act, 1872, section 57, clause (7). (I of 1872.)

(*3*) All suits and proceedings under this section shall be instituted and carried on in the name of the Secretary of State for India in Council.

CHAPTER XIX.

THE OFFICIAL LOG.

[Act I of 1859, s. 103; Bill of 1867, s. 219; Bill of 1882, s. 128.] Cf. 1854, s. 280.

Official log to be kept for certain ships.

165. (*1*) An official log, in a form sanctioned by the *Governor General in Council*, shall be kept *for* every British ship registered in British India *which is required by section 31 to have a certificated master*.

(*2*) The official log may, at the discretion of the master or owner, either be kept distinct from the ordinary ship's log or *be* united therewith, *provided that in the latter case* all the *entries required by this Act or any other law to be made* in the official log be duly *made*.

[Act I of 1859, s. 105; Bill of 1867, s. 221; Bill of 1882, s. 130.] Cf. 1854, ss. 282, 328.

Entries required in official log.

166. Every master of a ship for which an official log is required by section 165 shall make or cause to be made in such log entries of the following matters (*in addition to all other entries which he is required by this Act or any other law to make therein*), that is to say:—

(*a*) every offence committed by any member of *the* crew for which it is intended to prosecute, or to enforce a forfeiture, or to exact a fine, together with such statement concerning *the furnishing of a copy of, or* the reading over *of*, such entry and concerning the reply (if any) made to the charge, as *is* required by *section 132, sub-sections (2) and (3)*: (Offences *for which it is intended to take proceedings*.)

(*b*) every offence for which punishment is inflicted on board, and the punishment inflicted: (Punishments *inflicted on board*.)

(*c*) every legal conviction of any member of *the* crew, and the punishment inflicted: (Convictions.)

(*d*) a statement of the conduct, character and qualifications of each *member* of *the* crew, or a statement that the master declines to give an opinion on such particulars: (Conduct, &c., of crew.)

(*e*) every case of illness or injury happening to any member of the crew, with the nature thereof, and the medical treatment adopted (if any): (Illness and injuries.)

(*f*) every marriage taking place on board, with the names and ages of the parties: (Marriages.)

(*g*) the name of every seaman or apprentice who ceases to be a member of the crew otherwise than by death, with the place, time, manner and cause thereof: (Quitting ship.)

(*h*) the amount of wages due to any seaman who enters Her Majesty's service during the voyage: (Wages of men entering Navy.)

(*i*) the wages due to any seaman or apprentice who dies during the voyage, and the gross amount of all deductions to be made therefrom: (Wages of deceased seamen or apprentices.)

(*j*) the sale of the effects of any seaman or apprentice who dies during the voyage, including a statement of each article sold and of the sum received for it: *and* (Sale of deceased men's effects.)

(*k*) every collision with any other ship, and the circumstances under which the same occurred. (Collisions.)

Entries in official log when to be made.

167. (*1*) Every entry in such official log shal be made as soon as possible after the *event* to which it relates, and no entry in respect of an *event occurring* previously to the arrival of the ship at her final port of discharge shall be made more than twenty-four hours after such arrival. [Act I of 1859, s. 104; Bill of 1867, s. 220; Bill of 1882, s. 129.] Cf. 1854, s. 281.

(*2*) If any entry *is made after the day* on which the *event* to which it relates *occurred*, the *dates* both of the event and of making the entry shall be shown therein.

Entries in official log how to be signed.

168. *Every* entry in such official log shall be signed as follows, that is to say:— [Act I of 1859, s. 106; Bill of 1867, s. 222; Bill of 1882, s. 131.] Cf. 1854, s. 283.

(*a*) every entry shall be signed by the master;

(*b*) every entry of illness or injury shall be also signed—

(*i*) by the *medical officer of the ship or, if there is no such medical officer, by some other* surgeon or medical practitioner (*if any*) on board, and

(*ii*) by the mate or some other member of the crew;

(*c*) every entry of wages due to, or of the sale of the effects of, any seaman or apprentice who dies shall be also signed

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(Part III.—Masters, Seamen and Apprentices.—Chapter XIX.—The Official Log.—Sections 169-172. Chapter XX.—Recovery of Fines imposed abroad.—Section 173). Part IV:—Safety and Prevention of Accidents.—Chapter XXI.—Life-saving Appliances.—Sections 174-175).

by the mate and by some other member of the crew;

(*d*) every entry of wages due to any seaman who enters Her Majesty's service shall be also signed—

(*iii*) *by the mate or some other member of the crew, and*

(*iv*) by the seaman or the officer authorised to receive the seaman into such service; and

(*e*) every entry not specified in clause (*b*), clause (*c*) or clause (*d*) shall be also signed by the mate or some other member of the crew.

169. (*1*) If in any case an official log is not kept *as* required *by this chapter*, or if any entry *required by this Act* to be made *by the master or by his direction* in such log is not made *as required by this* Act, *or if any entry is not signed by the master as required by this Act*, the master shall, if no other penalty is provided by this Act, be punished with fine which may extend to fifty rupees.

Penalties in respect of official logs.

7; [of 2.]

(*2*) Every person who makes or procures to be made or assists in making any entry in an official log kept under this chapter, in respect of any *event occurring* previously to the arrival of the ship at her final port of discharge, more than twenty-four hours after such arrival, shall be punished with fine which may extend to three hundred rupees.

(*3*) Every person who wilfully destroys, mutilates or renders illegible any entry in, or wilfully makes or procures to be made or assists in making any false or fraudulent entry or omission in, any such official log, shall be punished with imprisonment for a term which may extend to one year.

170. All entries made in any such official log *in pursuance of this Act or any other law shall if signed as thereby required,* be admissible in evidence.

Entries in official log to be admissible in evidence.

08; 7, [of 33.]

171. (*1*) The master of every foreign-going British ship, *whether registered in British India or not*, shall, within forty-eight hours after the ship's arrival at her final port of destination in British India, or upon the discharge of the crew, whichever first happens, deliver to the *Superintendent of a Mercantile Marine Office* before whom the crew is discharged the official log of the voyage.

Delivery of official log to Superintendent periodically.

9; 7, [of 34.]

(*2*) The master or owner of every home-trade British ship, *whether registered in British India or not, which is required by section 31, sub-section (3), to have a certificated master* shall, within twenty-one days after the thirtieth day of June and the thirty-first day of December in every year, transmit or deliver to some *Superintendent of a Mercantile Marine Office* in British India the official log for the preceding half-year.

(*3*) Every master or owner who refuses or neglects to deliver *or transmit* an official log as required *by this section* shall be punished with fine which may extend to two hundred rupees.

172. (*1*) If any British ship *registered in British India* ceases, by reason of transfer of ownership or change of employment, to fall within the operation of section 165, the master or owner thereof shall, if the ship is then at any port in British India, within one month, and, if she is elsewhere, within six months, deliver or transmit to the *Superintendent of the Mercantile Marine Office* at the port to which the ship belonged the official log duly made out to the time at which she ceased to be within such operation, and in default shall be punished with fine which may extend to one hundred rupees.

Delivery of official log to Superintendent in case of transfer, loss or abandonment.

[Act I of 1859, s. 110; Bill of 1867, s. 226; Bill of 1882, s. 133.] Cf. 1854, s. 287; 1862, s. 15.

(*2*) If any British ship *registered in British India* is lost or abandoned, the master or owner thereof shall, if practicable, and as soon as possible, deliver or transmit to the *Superintendent of the Mercantile Marine Office* at the port to which the ship belonged the official log (if any) duly made out to the time of such loss or abandonment, and in default shall be punished with fine which may extend to one hundred rupees.

CHAPTER XX.

RECOVERY OF FINES IMPOSED ABROAD.

173. Where any person, being the *owner or* master *or a member of the crew* of a British ship, is tried under *this Part* at any place *in Her Majesty's dominions* beyond British India for an offence for which a fine is imposable, any fine imposed shall be recoverable in the currency of such place.

Recovery, in local currency, of fines imposed abroad.

[Act VII of 1880, s. 60.]

PART IV.

SAFETY AND PREVENTION OF ACCIDENTS.

CHAPTER XXI.

LIFE-SAVING APPLIANCES.

174. *Nothing in this chapter shall apply to—*

Exemption of certain ships.

(a) any ship which is duly provided with appliances for saving life at sea in accordance with rules made by the Board of Trade under the Merchant Shipping (Life-saving Appliances) Act, 1888, and for the time being in force, 51 & 52 Vict., c. 24.

(*b*) *any ship which is duly provided with boats and other appliances for saving life in accordance with rules made by the Governor General in Council under section 324 and for the time being in force, or*

(c) native craft not square-rigged.

175. *It shall be the duty of the owner and master of every British ship to see that his ship is provided, in accordance with rules made under this chapter, with such boats, life-jackets and other appliances for saving life at sea as, having regard to the nature of the service on which the ship is employed and*

Duty to carry life-saving appliances.

Cf. 1888, s. 1.

The Indian Merchant Shipping Bill, 1892.
(Part IV.—Safety and Prevention of Accidents.—Chapter XXI.— Life-saving Appliances.—Sections 176-180. Chapter XXII.—Inspection of Ships with regard to Lights and Fog-signals.—Sections 181-182.)

the avoidance of undue encumbrance of the ship's deck, are best adapted for securing the safety of her crew and passengers.

Cf. 1888, ss. 3, Sch. II.

Power to make rules.

176. *The Local Government may make rules with respect to all or any of the following matters, namely :—*

(a) *the arranging of British ships into classes, having regard to the services in which they are employed, to the nature and duration of the voyage, and to the number of persons carried ;*

(b) *the number and description of the boats, life-boats, life-rafts, life-jackets and life-buoys to be carried by British ships, according to the class in which they are arranged, and the mode of their construction ; also the equipments to be carried by the boats and rafts, and the methods (which may include oil for use in stormy weather) to be provided to get the boats and other life-saving appliances into the water ;*

(c) *the quantity, quality and description of buoyant apparatus to be carried on board British ships carrying passengers, either in addition to or in substitution for boats, life-boats, life-rafts, life-jackets and life-bouys.*

Cf. 1888, s. 4

Penalty for breach of rules.

177. *If any British ship required by rules made under section 176 to be provided with appliances for saving life at sea proceeds on any voyage or excursion without being so provided, in accordance with the rules applicable to the ship, then, if the owner appears to be in fault, he shall be punished with fine which may extend to one thousand rupees, and, if the master appears to be in fault, he shall be punished with fine which may extend to five hundred rupees.*

Cf. 1888, s. 5.

Appointment and powers of inspectors.

178. *(1) The Local Government may appoint persons to inspect British ships in any port, for the purpose of seeing that such ships are properly provided with appliances for saving life at sea in pursuance of the rules made under section 176.*

(2) Every person so appointed shall, in the port for which he is appointed, have, for the purposes of such inspection, the following powers (that is to say)—

(a) *he may go on board any British ship and may inspect the same or any part thereof, or any of the boats, equipments or articles on board thereof, not unnecessarily detaining or delaying her from proceeding on any voyage ;*

(b) *he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns in writing to any enquiries which he may think fit to make ; and*

(c) *he may administer oaths, or may, instead of administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.*

Cf. 1888, s.

Notice of deficiency to be given to master or owner by such inspectors.

179. *If any person so appointed finds that any British ship is not so provided, he shall give to the master or owner notice in writing pointing out the deficiency, and also what is, in his opinion, requisite in order to remedy the same.*

Cf. 1888, s.

Port-clearance not to be granted till inspector certifies that ship is properly provided with life-saving appliances.

180. *Every notice so given shall be communicated, in such manner as the Local Government may direct, to the Customs-collector at any port from which such ship may seek to clear; and no officer authorised to grant a port-clearance from such port shall grant the same without a certificate under the hand of some person appointed as aforesaid, to the effect that the said ship is proprely provided with appliances for saving life at sea in pursuance of the said rules.*

CHAPTER XXII.

INSPECTION OF SHIPS WITH REGARD TO LIGHTS AND FOG-SIGNALS.

[Act VII 1880, s. 81.] Cf. 1862, ss. 30 (1), 5. 25 & 26 Vict. c. 63.

Appointment and powers of inspectors of lights and fog-signals.

181. (1) The Local Government may appoint persons to inspect, in any port, ships, whether British or foreign, to which the regulations for preventing collisions at sea, issued under the Merchant Shipping Act Amendment Act, 1862, or any other similar law for the time being in force, may apply, for the purpose of seeing that such ships are properly provided with lights and with the means of making fog-signals, in pursuance of such regulations or law.

(2) Every person so appointed shall, in the port for which he is appointed, have, for the purposes of such inspection, the following powers (that is to say)—

(a) he may go on board any ship and may inspect the same or any part thereof, or any of the equipments or articles on board thereof, not unnecessarily detaining or delaying her from proceeding on any voyage ;

(b) he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns in writing to any enquiries which he may think fit to make ; and

(c) he may administer oaths, or may, instead of administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

[Act VII 1880, s. 82. Cf. 1862, s. 30 (2).]

Notice of deficiency to be given to master or owner by such inspectors.

182. If any person so appointed finds that any ship is not so provided, he shall give to the master or owner notice in writing pointing out the deficiency, and also what is, in his opinion, requisite in order to remedy the same.

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The Indian Merchant Shipping Bill, 1892.
(Part IV.—Safety and Prevention of Accidents.—Chapter XXII.—Inspection of Ships with regard to Lights and Fog-signals.—Section 183. Chapter XXIII.—Survey of Steam-ships.—Sections 183-194.)

[Act VII of 1880, s. 83.] Cf. 1862, s. 30 (3).

Port-clearance not to be granted till inspector certifies that ship is properly provided with lights and fog-signals.

183. Every notice so given shall be communicated, in such manner as the Local Government may direct, to the Customs-collector at any port from which such ship may seek to clear; and no *officer authorised to grant a port-clearance from such port* shall grant the same without a certificate under the hand of some person appointed as aforesaid, to the effect that the said ship is properly provided with lights and with the means of making fog-signals in pursuance of the said regulations or law.

[Bill of 1867, ss. 235 to 250.]

CHAPTER XXIII.

SURVEY OF STEAM-SHIPS.

[Act VII of 1884, s. 4.] Cf. 1854, s. 303, second clause, and s. 318; 1876, s. 16.

Certain steam-ships carrying passengers to have certificate of survey.

184. (1) A British or foreign steam-ship shall not carry more than twelve passengers between *ports* in British India, and

a British steam-ship shall not carry more than twelve passengers to or from any *port* in British India from or to any place out of British India,

unless she has a certificate of survey under this chapter in force and applicable to the voyage on which she is about to proceed, or the service on which she is about to be employed.

[Act VII of 1884, s. 5 (a), (b), (c).] Cf. 1854, s. 315; 1876, s. 17.

(2) Nothing in sub-section (1) shall apply to—

(a) any steam-ship having a certificate of survey granted by the Board of Trade or any British Colonial Government, unless it appears from the certificate that it is inapplicable to the voyage on which the steam-ship is about to proceed, or the service on which she is about to be employed, or unless there is reason to believe that the steam-ship has, since the grant of the certificate, sustained injury or damage, or been found unseaworthy or otherwise inefficient; or

(b) any steam-ship having a certificate of survey granted under Part X in force and applicable to the voyage on which the steam-ship is about to proceed, or the service on which she is to about to be employed; or

(c) any steam-ship carrying passengers during the interval between the time at which her certificate of survey under this chapter expires and the time at which it is first practicable to have the certificate renewed.

[Act VII of 1884, s. 25.]

Power for Local Government to except certain steam-ships.

185. The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, declare that all or any of the provisions of this chapter shall not apply in the case of any specified class of steam-ships or shall apply to them with such modifications as the Local Government may prescribe.

[Act VII of 1884, s. 6.] Cf. 1854, s. 318.

Penalty for carrying passengers without certificate of survey.

186. (1) If any steam-ship carries or attempts to carry passengers in contravention of section 184, the owner and master of the steam-ship shall each be *punished with* fine which may extend to one thousand rupees.

(2) If the master or any other officer of any steam-ship which carries or attempts to carry passengers in contravention of section 184 is a licensed pilot, he shall be liable to have his license as a pilot suspended for any period, or cancelled, by the Local Government, as the Local Government may see fit to order.

[Act VII of 1884, s. 7.] Cf. 1854, s. 318.

No port-clearance until certificate of survey produced.

187. No port-clearance shall be granted, nor shall any pilot be assigned, to any steam-ship for which a certificate of survey is required by section 184, until after the production by the owner or master thereof of a certificate under this chapter in force and applicable to the voyage on which she is about to proceed and the service on which she is about to be employed.

[Act VII of 1884, s. 8.] Cf. 1854, s. 318.

Power to detain steam-ship not having certificate of survey.

188. If any steam-ship for which a certificate of survey is required by section 184 leaves or attempts to leave any port of survey without a certificate, *the Local Government* or any pilot on board the steam-ship may detain her until she obtains a certificate.

[Act VII of 1884, s. 9 (1).] Cf. 1854, s. 305.

Appointment of surveyors and ports of survey.

189. The Local Government may appoint so many persons as it may think fit to be surveyors for the purposes of this chapter at such ports within the territories under its administration as it may appoint to be ports of survey.

[Act VII of 1884, s. 10.] Cf. 1854, ss. 306, 321.

Powers of surveyors.

190. (1) For the purposes of a survey under this chapter, any surveyor appointed under this chapter may, at any reasonable time, go on board any steam-ship, and may inspect the same or any part thereof, or the machinery, equipments or articles on board thereof:

Provided that he does not unnecessarily hinder the loading or unloading of the steam-ship, or unnecessarily detain or delay her from proceeding on any voyage.

(2) The owner, master and officers of the steam-ship shall afford to the surveyor all reasonable facilities for a survey, and all such information respecting the steam-ship, and her machinery and equipments, or any part thereof, respectively, as he may reasonably require.

[Act VII of 1884, s. 10A (inserted by Act III of 1890, s. 15).] Cf. 1854, ss. 307, 314; 1872, s. 8.

Fees in respect of surveys.

191. Before a survey under this chapter is commenced, the owner or master of the steam-ship to be surveyed shall pay to such officer as the Local Government may appoint in this behalf—

(a) a fee calculated on the tonnage of the steam-ship according to the rates in Schedule V, or according to any other prescribed rates; and

(b) when the survey is to be made in any port of survey other than Calcutta, Madras, Bombay or Rangoon, such additional fee, in respect of the expense (if any) of the journey of the surveyor to the port as the Local Government may, by notification in the official Gazette, direct.

[Act VII of 1884, s. 11.] Cf. 1854, s. 309; 1862, s. 12.

Declaration of surveyor.

192. When a survey under this chapter is completed, the surveyor making it shall forthwith, if satisfied that he can with propriety do so, give to the

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(Part IV.—Safety and Prevention of Accidents.—Chapter XXIII.—Survey of Steam-ships.—Sections 193-197.)

owner or master of the steam-ship surveyed a declaration in the prescribed form containing the following particulars, namely:—

(*a*) that the hull and machinery of the steam-ship are sufficient for the service intended and in good condition;

(*b*) that the equipments of the steam-ship and the certificates of the master, mate or mates, and engineer or engineers or engine-driver, are such and in such condition as are required by any law for the time being in force and applicable to the steam-ship;

(*c*) the time (if less than one year) for which the hull, machinery and equipments of the steam-ship will be sufficient;

(*d*) the limit (if any) beyond which, as regards the hull, machinery or equipments, the steam-ship is, in the surveyor's judgment, not fit to ply;

(*e*) the number of passengers which the steam-ship is, in the judgment of the surveyor, fit to carry, distinguishing, if necessary, between the respective numbers to be carried on the deck and in the cabins and in different parts of the deck and cabins; the number to be subject to such conditions and variations, according to the time of year the nature of the voyage, the cargo carried, or other circumstances, as the case may require; and

(*f*) any other prescribed particulars.

[Act VII of 1884, s. 12 (rep. in part by Act III of 1890, s. 16).] Cf. 1854, s. 310.

Sending of declaration by owner or master to Local Government.

193. (*1*) The owner or master to whom a declaration is given under section 192 shall, within fourteen days after the date of the receipt thereof, send the declaration to such officer as the Local Government may appoint in this behalf.

(*2*) If he fails to do so, he shall forfeit a sum not exceeding five rupees for every day during which the sending of the declaration is delayed.

(*3*) The owner or master shall pay the sum so forfeited on the delivery of the certificate of survey.

[Act VII of 1884, s. 13 (am. by Act III of 1890, s. 17).] Cf. 1854, ss. 312, 313.

Grant of certificate of survey.

194. (*1*) Upon receipt of a declaration by the officer appointed in that behalf under section 193, the Local Government shall, if satisfied that the provisions of this chapter have been complied with, cause a certificate in duplicate to be prepared and delivered, through such officer at the port at which the steam-ship was surveyed as the Local Government may appoint in this behalf, to the owner or master of the steam-ship surveyed, on his applying and paying the sum (if any) mentioned in *section 193, sub-section (3)*, as payable on delivery of a certificate.

(*2*) A certificate granted under this section shall be in *the prescribed* form; shall contain a statement to the effect that the provisions of this chapter with respect to the survey of the steam-ship and the transmission of the declaration in respect thereof have been complied with; and shall set forth—

(*a*) the particulars concerning the steam-ship which clauses (*c*), (*d*) and (*e*) of section 192 require the declaration by the surveyor to contain; and

(*b*) any other prescribed particulars.

(*3*) When a certificate is ready for delivery under this section, the Local Government shall cause notice thereof to be given by post or otherwise to the owner or master of the steam-ship to which the certificate relates.

(*4*) The Local Government may delegate,—

(*c*) with the previous sanction of the Governor General in Council, to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (*1*), of granting a certificate of survey under that sub-section;

(*d*) of its own authority, to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (*3*), of causing notice to be given of a certificate of survey being ready for delivery:

Provided, with respect to clause (*c*) of this sub-section, that no delegation of the function mentioned in that clause shall be construed to authorise the grant of a certificate of survey by the surveyor who gave the declaration of survey under section 192.

Certificate of survey to be affixed on conspicuous part of steam-ship.

195. (*1*) The owner or master of every steam-ship for which a certificate of survey has been granted under this chapter shall forthwith, on the receipt of the certificate, cause one of the duplicates thereof to be affixed, and kept affixed so long as the certificate remains in force and the steam-ship is in use, on some conspicuous part of the steam-ship where it may be easily read by all persons on board thereof. [Act VII 1884, s. 1 Cf. 1854 317.]

(*2*) If the certificate is not so kept affixed, the owner and master of the steam-ship shall each be *punished with* fine which may extend to one hundred rupees.

Term of certificate of survey.

196. A certificate of survey granted under this chapter shall not be in force— [Act VII 1884, s. 16.] Cf. 1854, 315; 1862, 34.

(*a*) after the expiration of one year from the date thereof; or

(*b*) after the expiration of the period, if less than one year, for which the hull, boilers, engines or any of the equipments have been stated in the certificate to be sufficient; or

(*c*) after notice has been given by the Local Government, to the owner or master of the steam-ship to which the certificate relates, that the Local Government has suspended or cancelled it.

Suspension or cancellation of certificate of survey by Local Government.

197. Any certificate of survey granted under this chapter may be suspended or cancelled by a Local Government if it has reason to believe— [Act VII 1884, s. 17.] Cf. 1854, 316.

(*a*) that the declaration by the surveyor of the sufficiency and good condition of the hull, boilers, engines or any of the equipments of the steam-ship has been fraudulently or erroneously made; or

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(b) that the certificate has otherwise been granted upon false or erroneous information; or

(c) that, since the making of the declaration, the hull, boilers, engines or any of the equipments of the steam-ship have sustained any injury, or have otherwise become insufficient.

[Act VII of 1884, s. 18.] [1854, s. 3.] Power to require delivery of expired, suspended or cancelled certificate of survey.

198. (1) The Local Government may require any certificate of survey granted under this chapter which has expired or has been suspended or cancelled to be delivered up to such person as it may direct.

(2) If the owner or master of any steam-ship without reasonable cause, neglects or refuses to deliver up a certificate when required under sub-section (1) so to do, he shall be punished with fine which may extend to one hundred rupees.

[Act VII of 1884, s. 19 (am. by Act III of 1890, s. 19).] Report of suspension or cancellation of certain certificates.

199. If the Local Government which suspends, or cancels a certificate of survey granted under this chapter is not the Local Government which or whose delegate granted the certificate, the Local Government suspending or cancelling the certificate shall report the fact of suspension or cancellation, together with the reasons therefor, to the Local Government which or whose delegate granted the certificate.

[Act VII of 1884, s. 20.] [1854, s. 9.] Power for Local Government to direct that two surveyors be employed.

200. A survey under this chapter shall ordinarily be made by one surveyor, but two surveyors may be employed if the Local Government, by order in writing, shall so direct, either generally in the case of all steam-ships at any port of survey, or specially in the case of any particular steam-ship or class of steam-ships at any such port.

[Act VII of 1884, s. 21 (am. by Act III of 1890, s. 20).] Power for Local Government to order a second survey.

201. (1) If the surveyor or surveyors making a survey under this chapter refuses or refuse to give a declaration under section 192 with regard to any steam-ship, or gives or give a declaration with which the owner or master of the steam-ship surveyed is dissatisfied, the Local Government may, on the application of the owner or master and the payment by him of such fee, not exceeding twice the amount of the fee for the previous survey, as the Local Government may require, direct two other surveyors appointed under this chapter to survey the steam-ship.

(2) The surveyors so directed shall forthwith survey the steam-ship, and may, after the survey, either refuse to give a declaration or give such declaration as may under the circumstances seem to them proper; and their decision shall be final.

[Act VII of 1884, s. 22.] Division of duties when two surveyors employed.

202. When a survey is made under section 200 or section 201 by two surveyors, each of the surveyors making the survey shall perform a prescribed portion of duties assigned by this chapter or the rules made under this chapter to a surveyor making a survey.

Power to dispense with survey of foreign steam-ship surveyed abroad.

203. When a foreign steam-ship requires to be furnished with a certificate of survey under this chapter, and the Local Government is satisfied, by the production of a certificate of survey attested by a British Consular Officer at the port of survey, that the ship has been officially surveyed at a foreign port, and that the requirements of this chapter are proved by that survey to have been substantially complied with, the Local Government may, if it thinks fit, dispense with any further survey of the ship in respect of the requirements so complied with, and give a certificate which shall have the same effect as a certificate given after survey under this chapter: [Act VII of 1884, s. 23. Cf. 1876, s. 19.]

Provided that this section shall not apply in the case of an official survey at any foreign port with respect to which Her Majesty has by Order in Council directed that section 19 of the Merchant Shipping Act, 1876, shall not apply. 39 & 40 Vict., c. 80.

Power to make rules.

204. (1) The Local Government may make rules to regulate the making of surveys under this chapter. [Act VII of 1884, s. 24 (am. by Act III of 1890, s. 21). Cf. 1854, ss. 307, 309, 311, 314; 1862, s. 34; 1872, s. 8, first para., s. 13.]

(2) Rules under this section may, among other matters,—

(a) declare the times and places at which, and the manner in which, surveys are to be made;

(b) regulate the duties of the surveyor making a survey, and, where two surveyors are employed, assign the respective duties of each of the surveyors employed;

(c) declare the form in which the declarations of surveyors and certificates of survey under this chapter are to be framed, and the nature of the particulars which are to be stated therein, respectively; and

(d) fix the rates according to which the fees payable in respect of surveys are to be calculated in the case of all or any of the ports of survey within the territories under its administration.

CHAPTER XXIV.

UNSAFE SHIPS.

Preliminary.

Exception of certain ships.

205. (1) Nothing in this chapter shall apply to— [Act VII of 1880, ss. 2, 43 (am. by Act XVII of 1891, ss. 2, 4).] [Cf. 1876, ss. 26, 27, 44.]

(a) any *home-trade* ship of a *burden* of less than one hundred and fifty tons, or

(b) any ship of a like *burden* employed solely in fishing, or

(c) any pleasure-yacht.

(2) The provisions of this chapter as to load-lines shall not apply to—

(d) ships coming from ports in the United Kingdom and having such lines fixed, marked and certified in accordance with the provisions of the law for the time being there in force, or

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(Part IV.—Safety and Prevention of Accidents.—Chapter XXIV.—Unsafe Ships.—Sections 206-212.)

(e) ships registered in a British Possession and having such lines fixed, marked and certified in accordance with the provisions of an enactment passed by the Legislature of that Possession, with respect to which enactment such a declaration as is mentioned in section 3 of the Merchant Shipping Act, 1890, has been made by an Order of Her Majesty in Council and is for the time being in force.

53 Vict., c. 9.

(3) The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, exclude from, or bring again within, the operation of *any of the provisions of this chapter as to load-lines*, subject to such modifications thereof (if any) as may be specified in the notification, any native craft not square-rigged.

[Act VII of 1880, s. 2, s. 4 (am. by Act XVII of 1891, s. 3).] Cf. 1876, s. 6, first para.; 1890, s. 5; 1892, s. 1..

Definitions.

206. (1) In any provision of *this chapter*, "port" includes also any part of a river or channel leading to a port which for the purposes of such provision the Local Government may, by notification in the official Gazette, declare to be included in such port.

(2) A ship is "unsafe" within the meaning of this chapter when by reason of the defective condition of her hull, equipments or machinery, or by reason of overloading or improper loading, she is unfit to proceed to sea without serious danger to human life, having regard to the nature of the service for which she is intended, *and*

39 & 40 Vict., c. 80, &c.

every ship so loaded as to submerge in perfectly smooth salt water the centre of the disc placed thereon in pursuance of this chapter or the Merchant Shipping Acts, 1876 to 1892, and the rules and regulations made thereunder, shall be deemed to be "unsafe" within the meaning of this chapter, and every such submersion shall be reasonable and probable cause for the detention of the ship.

(3) In this chapter, "amidships" means the middle of the length of the load water-line as measured from the fore-side of the stem to the aft-side of the stern-post.

Detention of Unsafe Ships.

[Act VII of 1880, s. 7.] Cf. 1876, s. 6 (1), (2).

Power of Local Government to provisionally detain unsafe ship.

207. (1) The Local Government, if it has reason to believe, on complaint or otherwise, that a British ship in any port to which it may specially extend this section is unsafe, may provisionally order the detention of the ship for the purpose of being surveyed.

(2) A written statement of the grounds of such detention shall be forthwith served on the master of the ship.

[Act VII of 1880, ss. 8, 10.] Cf. 1876, s. 6 (2), (3), (6).

Power of Local Government to release or finally detain ship, or refer the matter to a Court of Survey.

208. When the Local Government provisionally orders the detention of a British ship, it shall forthwith appoint some competent person to survey the ship and report thereon, and, on receiving his report, may, ***subject to the provisions of section 210***, either order the ship to be released or, if in its opinion the ship is unsafe, order her to be finally detained:

Provided that the Local Government may, at any time after a ship has been provisionally detained, refer the matter to the Court of Survey (hereinafter mentioned) for the port where the ship is detained.

[Act VII 1880, s. 8.] Cf. 1876, s. (3), (4).

Terms of order for final detention, and appeal to Court of Survey

209. An order under section 208 for the final detention of a British ship may be either absolute or until the performance of such conditions with respect to the execution of repairs or alterations or the unloading or reloading of cargo as the Local Government may think necessary for the protection of human life; and the Local Government may vary or add to any such order:

Provided that, before an order for final detention is so made, a copy of the report shall be served upon the master of the ship, and within seven days after such service the owner or master may appeal against the report, in the manner prescribed, to the Court of Survey (hereinafter mentioned) for the port where the ship is detained.

[Act VII of 1880, s. 9.] Cf. 1876, s. 6 (5).

Option to owner or master of appointing assessor to accompany surveyor, and appeal to Court of Survey.

210. Where a British ship has been provisionally detained and a person has been appointed under section 208 to survey the ship, the owner or master of the ship, at any time before such person makes the survey, may require that he shall take with him as assessor such person as the owner or master may select, being a person named in the list of assessors prepared under section 216, sub-section (4), or, if there is no such list, or if it is impracticable to procure the attendance of any person named in such list, a person of nautical, engineering or other special skill and experience; and

in such case, if the surveyor and assessor agree that the ship should be detained or released, the Local Government shall cause the ship to be detained or released accordingly, and the owner or master shall have no appeal;

but, if the surveyor and assessor differ in their report, the Local Government may act as if the requisition had not been made, and the owner or master shall have such appeal touching the report of the surveyor as is provided in section 209.

[Act VII 1880, s. 24.] Cf. 1876, s. 15, para. 1.

Power to appoint referee to hear appeal.

211. If the Local Government is of opinion that an appeal under *section 209 or section 210* involves a question of construction or design, or of scientific difficulty or important principle, it may refer the matter to such one or more out of a list of scientific referees, to be prepared by the Local Government, as may appear to possess the special qualifications necessary for the particular case, and may be selected by agreement between the Port-officer and the appellant, or, in default of any such agreement, by the Local Government; and thereupon the appeal shall be determined by the referee or referees instead of by the Court of Survey.

[Act VII 1880, s. ...] Cf. 1876, s. 15, para.

Option to appellant to require referee to be appointed.

212. The Local Government, if the appellant in any such appeal so requires and gives security to its satisfaction to pay the

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costs of and incidental to the reference, shall refer such appeal to a referee or referees selected as aforesaid.

[Act VII of 1880, s. 26.] [Cf. 1876, s. 15, para. 3.]

Referee to have powers of Court of Survey.

213. The referee or referees to whom an appeal is referred under section 211 or section 212 shall have the same powers as a Judge of the Court of Survey.

[Act VII of 1880, ss. 11, 12.] [Cf. 1854, s. 13; 1876, s. 12 (9), (10), 12 (1), (4).]

Detaining-officers.

214. (*1*) For the better execution of this chapter, the Local Government may appoint a sufficient number of fit persons as its officers.

(*2*) Every officer so appointed (hereinafter referred to as a detaining-officer) shall have, for the purpose of his duties under this chapter, the following powers (that is to say):—

(*a*) he may go on board any British ship and may inspect the same or any part thereof, or any of the machinery, equipments and cargo on board thereof, and may require the unloading or removal of any cargo, ballast or tackle, not unnecessarily detaining or delaying the ship from discharging, unloading or proceeding on any voyage;

(*b*) he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns in writing to any enquiries which he may think fit to make;

(*c*) he may require and enforce the production of all books, papers or documents which he considers important; and

(*d*) he may administer oaths, or may, instead of administering an oath, require *any* person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

(*3*) Every detaining-officer shall, in addition to the powers conferred by sub-section (*2*), have the same power as the Local Government has under sections 207 and 208, respectively, of provisionally ordering the detention of a British ship for the purpose of being surveyed, and of appointing a person to survey her; and, if he thinks that a ship so detained by him is not unsafe, may order her to be released.

(*4*) Every detaining-officer shall forthwith report to the Local Government any order made by him for the detention or release of a ship.

[Act VII of 1880, s. 49.] [Cf. 1876, s. 12 (4).]

Powers of person authorised to survey ship.

215. For the purposes of the survey of a British ship under this chapter, any person authorised to make the same may go on board the ship and may inspect the same or any part thereof, or the machinery, equipments or cargo on board thereof, and may require the unloading or removal of any cargo, ballast or tackle.

[Act VII of 1880, s. 14, 15.] [Cf. 1876, s. 7, paras. 1,]

Constitution of Court of Survey.

216. (*1*) A Court of Survey for a port shall consist of a Judge sitting with two assessors.

(*2*) The Judge shall be a District Judge, Judge of a Court of Small Causes, Presidency Magistrate, Magistrate of the first class or other fit person appointed in this behalf by the Local Government either generally or for any specified case.

(*3*) The assessors shall be persons of nautical, engineering or other special skill and experience.

(*4*) One of the assessors shall be appointed by the Local Government either generally or in each case, and the other shall be summoned by the Judge, in the manner prescribed, out of a list of persons prepared for the purpose and published by the Local Government in the official Gazette, or, if there is no such list or if it is impracticable to procure the attendance of any person named in such list, shall be appointed by the Judge.

Judge to summon assessors.

217. The Judge shall, on receiving notice of an appeal *under section 209 or section 210* or a reference *under section 208*, immediately summon the assessors, in the manner prescribed, to meet forthwith. [Act VII of 1880, s. 16.] [Cf. 1876, s. 7, para. 4.]

Case to be heard in open Court.

218. Every such appeal and reference shall be heard in open Court. [Act VII of 1880, s. 17.] [Cf. 1876, s. 8 (1).]

Powers of Judge and assessors.

219. The Judge and each assessor shall, for the purposes of this chapter, have the same powers as are by section 214, sub-section (*2*), conferred on a detaining-officer. [Act VII of 1880, s. 18.] [Cf. 1876, s. 8 (2).]

Power of Judge to appoint surveyor.

220. The Judge may appoint any competent person to survey the ship and report thereon to the Court. [Act VII of 1880, s. 19.] [Cf. 1876, s. 8 (3).]

Owner or master may attend at inspection or survey.

221. The owner and master of the ship and any person appointed by the owner or master, and also any person appointed by the Local Government, may attend at any inspection or survey made in exercise or pursuance of the powers conferred by section 219 or section 220. [Act VII of 1880, s. 20.] [Cf. 1876, s. 8 (5).]

Power of Judge to release or finally detain ship.

222. The Judge shall have the same power as the Local Government has to order the ship to be released or finally detained; but, unless one of the assessors concurs in an order for the detention of the ship, the ship shall be released. [Act VII of 1880, s. 21.] [Cf. 1876, s. 8 (4).]

Report to Local Government by Court.

223. The Judge shall report the proceedings of the Court in each case to the Local Government in the manner prescribed, and each assessor shall either sign such report or report to the Local Government the reasons for his dissent. [Act VII of 1880, s. 22.] [Cf. 1876, s. 8 (6).]

Power to make rules with respect to Court of Survey.

224. The Local Government may make rules to carry into effect the provisions of this chapter with respect to a Court of Survey, and in particular with respect to— [Act VII of 1880, s. 23.] [Cf. 1876, s. 9.]

(*a*) the procedure before the Court;

(*b*) the requiring, on an appeal, of security for costs and damages;

(*c*) the amount and application of fees; and

(*d*) the ascertainment, in case of dispute, of the proper amount of costs under this chapter.

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[Act VII of 1880, s. 27.] Cf. 1876, s. 10, para. 1.

Liability of Government for costs and damages when ship wrongly detained.

225. If it appears that there was not reasonable and probable cause, by reason of the condition of the ship or the act or default of the owner, for the provisional detention of a ship, the Government shall be liable to pay to the owner of the ship his costs of and incidental to the detention and survey of the ship, and also compensation for any loss or damage sustained by him by reason of the detention or survey.

[Act VII of 1880, s. 28.] Cf. 1876, s. 10, para. 2.

Liability of owner for costs when ship rightly detained.

226. If a British ship is finally detained under this chapter, or if it appears that a British ship provisionally detained was at the time of such detention unsafe, the owner of the ship shall be liable to pay to the Government its costs of and incidental to the detention and survey of the ship; and such costs shall, without prejudice to any other remedy, be recoverable as salvage is recoverable.

[Act VII of 1880, s. 29.] Cf. 1876, s. 10, para. 3.

What included in costs of detention and survey.

227. For the purposes of this chapter, the costs of and incidental to any proceeding before a Court of Survey, and a reasonable amount in respect of the remuneration of the surveyor or officer of the Local Government, shall be deemed to be part of the costs of the detention and survey of the ship.

[Act VII of 1880, s. 30.] Cf. 1876, s. 11, paras. 1 and 2.

Power to require from complainant security for costs, &c.

228. When a complaint is made to the Local Government or a detaining-officer that a British ship is unsafe, it shall be in the discretion of such Government or officer (as the case may be) to require the complainant to give security to the satisfaction of such Government or officer for the costs and compensation which such complainant may become liable to pay under the provisions of section 229:

Provided that where the complaint is made by one-fourth, being not less than three, of the seamen belonging to the ship, and is not in the opinion of such Government or officer frivolous or vexatious, such security shall not be required; and such Government or officer shall, if the complaint is made in sufficient time before the sailing of the ship, take proper steps to ascertain whether the ship ought to be detained under this chapter.

[Act VII of 1880, s. 31.] Cf. 1876, s. 11, para. 3.

Costs, &c., payable by Government recoverable from complainant.

229. Where a British ship is detained in consequence of any complaint, and the circumstances are such that the Government is liable under this chapter to pay to the owner of the ship any costs or compensation, the complainant shall be liable to pay to the Government all such costs and compensation as the Government incurs, or is liable to pay, in respect of the detention and survey of the ship.

[Act VII of 1880, s. 45.] Cf. 1876, s. 34, para. 1.

Who may enforce detention of ship.

230. When under this chapter a British ship is authorised or ordered to be detained, any commissioned officer on full pay in the naval or military service of Her Majesty, any commander or first *grade* officer of any of Her Majesty's Indian Government ships, or any port-officer, harbour-master, conservator of a port or officer of customs may detain the ship.

[Act VII of 1880, s. 46.] Cf. 1876, ss. 12 (2) and 34, para. 1.

Penalty for proceeding to sea after detention.

231. If any British ship after such detention, or after service on the master of any notice of or order for such detention, proceeds to sea before she is released by competent authority, the master of the ship shall be punished with fine which may extend to one thousand rupees.

[Act VII of 1880, s. 47.] Cf. 1876, s. 34, para. 2.

Penalty for carrying to sea officer in execution of his duty.

232. (*1*) If a British ship so proceeding to sea takes to sea, when on board thereof in the execution of his duty, any person authorised under this chapter to detain or survey the ship, the owner and master of the ship shall each be liable to pay all expenses of, and incidental to, such person being so taken to sea, and shall also each be punished with fine which may extend to one thousand rupees.

(*2*) When any owner or master is convicted of an offence against this section, the convicting Magistrate may enquire into and determine the amount payable on account of expenses by such owner or master under this section, and may direct that the same shall be recovered from him in manner provided *by law* for the recovery of fines.

[Act VII of 1880, s. 48.] Cf. 1876, s. 12 (3).

Detained ship not to be released because British registry closed.

233. When a British ship has been detained under this chapter, she shall not be released by reason of her British or British Indian register being subsequently closed.

[Act VII of 1880, s. 44.] Cf. 1876, s. 6 (7).

Release of ship at any time by Local Government.

234. The Local Government may at any time, if satisfied that a British ship detained under this chapter is not unsafe, order her to be released either upon or without any conditions.

[Act VII of 1880, ss. 51, 52.] Cf. 1876, s. 35, paras. 1 and 2.

Service of order, &c.

235. (*1*) Where any order, notice, statement or document is required for the purpose of any provision of this chapter to be served on the master of a British ship, the same shall be served, where there is no master, on the owner of the ship, if he resides in the port where the ship is detained, or, if there is no owner residing there, on some agent of the owner residing there; or, where such owner or agent is unknown or cannot be found, a copy of such order, notice, statement or document shall be affixed to the mast of the ship, and shall thereupon be deemed to be duly served.

(*2*) Any such order, notice, statement or document may be served by delivering a copy thereof personally to the person to be served, or by leaving the same at his last place of abode, or, in the case of a master, by leaving it for him on board the ship with the person being or appearing to be in command or charge of the ship.

[Act VII of 1880, s. 85 (added by Act XVII of 1891, s. 5).] Cf. 1876, s. 13; 1890, s. 4.

Application to foreign ships of provisions respecting detention.

236. Where a foreign ship *has taken on board all or any part of her cargo* at a port in British India, *and is while at that port unsafe by reason of* overloading or improper loading, *all* the *foregoing* provisions of this chapter *with respect to the detention of British ships* shall apply to that foreign ship as if she were a British ship, unless such foreign ship, if in a port of the United Kingdom, would be entitled to the benefit of an

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(Part IV.—Safety and Prevention of Accidents.—Chapter XXIV.—Unsafe Ships.—Sections 237-241.)

53 Vict., c. 9. Order of Her Majesty in Council under section 4 of the Merchant Shipping Act, 1890.

Load-lines.

[Act VII of 1880, s. 34 (am. by Act XVII of 1891, s. 4).] Cf. 1876, s. 26 (1), (7); 1890, s. 1. VIII of 1878.

Marking of load-lines in case of ships which are not coasting-vessels.

237. (1) The master of every British ship, not being a coasting-vessel within the meaning of the Sea Customs Act, 1878, shall, before his ship is entered outwards from any port in British India upon any voyage, or, if that is not practicable, as soon after as may be, mark outside upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of the Indian Merchant Shipping Act, 1880, or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt-water to which it shall be lawful to load the ship. VII of 1880. 39 & 40 Vict., c. 80.

(3) When a ship has been marked as by this section required, she shall be kept so marked until she next returns to a port of discharge in British India or arrives at a port in the United Kingdom. .

[Act VII of 1880, s. 35 (am. by Act XVII of 1891, s. 4).] Cf. 1876, s. 26 (3) to (6); 1880, s. 15.

Statement in application to Customs-collector for entry outwards of such ship as aforesaid.

238. (1) Every person applying for entry of any such ship outwards shall insert, in the form of application made to the Customs-collector, a statement in writing of the distance in feet and inches between the centre of such disc and the upper edge of each of the lines indicating the position of the ship's decks which is above such centre; and, if default be made in delivering such statement, the Customs-collector may refuse to enter the ship outwards.

(2) A copy of such statement shall be entered in the agreement with the crew before it is signed by any member of the crew, and no *Superintendent of a Mercantile Marine Office* shall proceed with the engagement of a crew for any such ship until such entry has been made.

(3) The master shall enter, *or cause to be entered*, a copy of the said statement in the official log (if any).

[Act VII of 1880, s. 36 (am. by Act XVII of 1891, s. 4).] Cf. 1876, s. 27 (1), (6); 1890, s. 1. VIII of 1878.

Marking of load-lines in case of coasting-vessels.

239. (1) The master of every British ship which is a coasting-vessel within the meaning of the Sea Customs Act, 1878, shall, before proceeding to sea from any port, mark outside upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre.

(2) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of the Indian Merchant Shipping Act, 1880, or of the Merchant Shipping Act, 1876, as may be approved by the Local Government, and shall indicate the maximum load-line in perfectly smooth salt-water to which it shall be lawful to load the ship. VII of 1880. 39 & 40 Vict., c. 80.

(3) When a ship has been marked as required by this section, she shall be kept so marked until notice has been given of an alteration.

[Act VII of 1880, s. 37 (am. by Act XVII of 1891, s. 4).] Cf. 1876, s. 27 (3) to (5).

Annual statement as to position of load-line on coasting-vessel.

240. (1) The master of every such ship shall also once in every twelve months, immediately before the ship proceeds to sea, send or deliver to the *Customs*-collector, or other principal officer of Customs of such port as the Local Government may appoint in this behalf, a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre.

(2) The master, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the *Customs*-collector or other principal officer of Customs aforesaid notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of each of the deck-lines.

(3) If default be made in sending or delivering any notice or statement required by this section to be sent or delivered, the master shall be punished with fine which may extend to one thousand rupees.

[Act VII of 1880, s. 39 (am. by Act XVII of 1891, s. 4).] Cf. 1890, ss. 1, 2 (1).

Position of disc and approval of and certificate as to position thereof.

241. (1) The position of the discs mentioned in sections 237 and 239, respectively, shall be fixed in accordance with the tables framed by the Load-line Committee appointed in the United Kingdom before the passing of the Merchant Shipping Act, 1890, subject to such allowance as may be necessary in consequence of any difference between the position of the deck-line marked under the provisions of the Indian Merchant Shipping Act, 1880, or of the Merchant Shipping Act, 1876, and the position of the line from which free-board is measured under the said tables, and subject also to such modifications, if any, of the tables and the application thereof as may, with the previous approval of the Governor General in Council, be sanctioned by the Local Government. 53 Vict., c. 9. VII of 1880. 39 & 40 Vict., c. 80.

(2) The Local Government shall appoint—

(a) a surveyor employed by Lloyd's or by any other society, corporation or association for the survey or registry of shipping approved by the Board of Trade under section 2 of the Merchant Shipping Act, 1890, and specially authorised in this behalf by Lloyd's or by such society, corporation or association, as the case may be, or 53 Vict., c. 9.

(b) an officer specially selected by the Local Government for the purpose,

to approve and certify on its behalf from time to time the position of any such disc as aforesaid, and any alteration thereof,

and, with the previous sanction of the Governor General in Council, may fix the fees to be taken in respect of any such approval or certificate.

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(Part IV.—Safety and Prevention of Accidents.—Chapter XXIV.—Unsafe Ships.—Sections 242-245. Chapter XXV.—Ship Surveyors.—Sections 246-248. Part V.—Wrecks, Casualties and Investigations.—Chapter XXVI.—Receivers of Wreck.—Section 249.)

[Act VII of 1880, s. 40 (am. by Act XVII of 1891, s. 4).] Cf. 1890, s. 2 (*e*).

Power to make rules.

242. (*1*) The Local Government may make rules—

(*a*) determining the lines or marks to be used in connection with any such disc as aforesaid, in order to indicate the maximum load-line under different circumstances and at different seasons, and declaring that the provisions of this chapter *with respect to load-lines* are to have effect as if any such *maximum load*-line were drawn through the centre of the disc;

(*b*) as to the mode in which the disc and the lines or marks to be used in connection therewith are to be marked or affixed on the ship, whether by painting, cutting or otherwise;

(*c*) as to the mode of application for, and form of, certificates under *section 241, sub-section (2)*; and

(*d*) as to the entry of such certificates, and any other prescribed particulars concerning the draught of water and freeboard of the ship, in the official log (if any) of the ship, or other publication thereof on board the ship, and as to delivering copies of such entries.

(*2*) Rules under clause (*a*) of sub-section (*1*) may, with respect to any class or classes of ships,—

(*e*) declare what shall be deemed to be seasons of fair weather and seasons of foul weather, respectively, for any of the purposes of the rules, and

(*f*) modify the tables referred to in section 241, sub-section (*1*).

[Act VII of 1880, s 41 (am. by Act XVII of 1891, s. 4).] Cf. 1876, s. 28, para. 1.

Penalty for neglecting to mark, or submerging, load-line.

243. Any master of a British ship who neglects to cause his ship to be marked as by this chapter required, or to keep her so marked, or who allows the ship to be so loaded that when in perfectly smooth salt-water the centre of the disc is submerged, and

any person who conceals, removes, alters, defaces or obliterates, or suffers any person under his control to conceal, remove, alter, deface or obliterate, any of the lines or marks prescribed by or under this chapter, except in the event of the particulars thereby denoted being lawfully altered, or for the purpose of escaping capture by an enemy,

shall be punished with fine which may extend to one thousand rupees.

[Act VII of 1880, s. 43, (am. by Act XVII of 1891, s. 4).] Cf. 1876, s. 28, para. 2.

Penalty on master for having misleading marks.

244. The master of any British ship on which any of the marks or lines prescribed by or under this chapter is inaccurately placed so as to be likely to mislead, who does not forthwith cause such inaccuracy to be corrected, shall be punished with fine which may extend to one thousand rupees.

Cf. 1892, s. 2.

Penalty for neglecting to comply with rules as to entry or publication of certificates or other particulars or as to delivery of copies of entries.

245. *If any person makes default in complying with any rule made under section 242, clause (d), he shall be punished with fine which may extend to one thousand rupees.*

CHAPTER XXV.

SHIP SURVEYORS.

[Act VII of 1880, s. 68 (am. by Act XII of 1891).]

Power to appoint examiners, and make rules as to qualifications, &c., of ship surveyors.

246. The Local Government may appoint competent persons for the purpose of examining the qualifications of persons desirous of practising the profession of a ship surveyor at any port in the territories administered by such Government, and may make rules—

(*a*) for the conduct of such examinations and the qualifications to be required,

(*b*) for the grant of certificates to qualified persons,

(*c*) for the fees to be paid for such examinations and certificates,

(*d*) for holding enquiries into charges of incompetency and misconduct on the part of holders of such certificates, and

(*e*) for the suspension and cancellation of such certificates.

[Act VII of 1880, s. 69.]

No person to practise as ship surveyor unless qualified.

247. No person shall, in any port in which there is a person exercising the profession of a ship surveyor and holding a certificate granted under section 246, exercise such profession in such port unless he holds a certificate granted under that section:

Provided that nothing in this section shall—

(*a*) prevent any person employed by Lloyd's Register of British and Foreign Shipping or Bureau Veritas from discharging any of the duties of such employment, or

(*b*) apply to any person *who exercised the profession of a ship surveyor before the first day of June, 1880, and who is* specially exempted by the Local Government from the operation of this section.

[Act VII of 1880, s. 70.]

Penalty for practising as ship surveyor without certificate.

248. Any person exercising the profession of a ship surveyor in contravention of the provisions of section 247 shall be punished with fine which may extend to one thousand rupees, and shall be incapable of maintaining any suit for any fee or reward for anything done by him in such exercise of such profession.

PART V.

WRECKS, CASUALTIES AND INVESTIGATIONS.

CHAPTER XXVI.

RECEIVERS OF WRECK.

[Act VII of 1880, s. 72 (am. by Act VI of 1891, s. 6, and Act X of 1891).] Cf. 1855, s. 19.

Savings.

249. Nothing in this chapter shall—

(*a*) affect the declaration of the twenty-third day of October, 1889, in Schedule VI, between the Government of the United Kingdom of Great Britain and Ireland and the Government of the French Republic, with reference to the disposal of the proceeds of wrecks on

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(Part V.—Wrecks, Casualties and Investigations.—Chapter XXVI.—Receivers of Wreck.—Sections 250-257. Chapter XXVII.—Investigations into Casualties and Charges against Masters, Mates and Engineers.—Sections 258-259.)

their respective coasts, that declaration having been made applicable to India, or

...of 1889.

(*b*) affect section 29 of the Indian Ports Act, 1889, or entitle any person to salvage in respect of any property recovered by creeping or sweeping in contravention of that section.

...VII of ... s. 71.] ...1854, s. 2.

Definition of "wreck."

250. In this chapter, "wreck" includes the following when found in the sea or any tidal water or on the shores thereof, that is to say:—

goods which have been cast into the sea and then sink and remain under water;

goods which have been cast or fall into the sea and remain floating on the surface;

goods which are sunk in the sea, but are attached to a floating object in order that they may be found again;

goods which are thrown away or abandoned; and

a ship abandoned without hope or intention of recovery.

...VII of ... s. 73.] ...1854, s.

Appointment of Receivers.

251. (*1*) The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, appoint such person as it may think fit to receive and take possession of wreck and to perform such duties connected therewith as are hereinafter mentioned, within such local limits as it may direct.

(*2*) Persons so appointed shall be called Receivers of Wreck.

...VII of ... s. 74 ... by Act of 1891, ...] ...1854, s.

Procedure to be observed by person finding wreck.

252. Any person finding and taking possession of any wreck within any local limits for which a Receiver of Wreck has been so appointed, or bringing within such limits any wreck which has been found and taken possession of elsewhere, shall, as soon as practicable,—

(*a*) if he be the owner of such wreck, give the Receiver of Wreck notice in writing of the finding thereof and of the marks by which the same is distinguished;

(*b*) if he be not the owner of such wreck, deliver the same to the Receiver of Wreck.

...VII of ... s. 75.] ...1854, s.

Government or person finding wreck entitled to salvage.

253. (*1*) Whenever any wreck is found by the Receiver of Wreck or has been delivered to him in accordance with the provisions of section 252 by any person, not being the owner thereof, the Government or such other person so delivering such wreck, as the case may be, shall be entitled to receive a reasonable sum for salvage, having regard to all the circumstances of the case.

...1854, s. ...1862, s.

(*2*) Any dispute arising concerning the amount due under this section shall be determined by a Magistrate, upon application to him for that purpose by either of the disputing parties.

...VII of ... s. 76.] ...1854, s.

Notice to be given by Receiver.

254. The Receiver of Wreck shall, on taking possession of any wreck, publish a notification, in such manner and at such place as the Local Government may direct in this behalf, containing a description of the same and *a statement of* the time at which and the place where the same was found.

Wreck may in certain cases be sold.

255. If after the publication of such notification the wreck is unclaimed, or [Act VII of 1880, s. 77.] Cf. 1854, ss. 453, 469, 475.

if the person claiming the same fails to pay the amount due for salvage and for charges incurred by the Receiver of Wreck in respect thereof,

the Receiver of Wreck may sell such wreck by public auction, if of a perishable nature, forthwith, and, if not of a perishable nature, at any period not less than six months after such notification as aforesaid.

Proceeds how applied.

256. On the realisation of the proceeds of such sale, the amount due for salvage and charges as aforesaid, together with the expenses of the sale, shall be deducted therefrom, and the balance shall be paid to the owner of the wreck, or, if no such person appears and claims the same, shall be held in deposit for payment, without interest, to any person thereafter establishing his right to the same: [Act VII of 1880, s. 78.] Cf. 1854, ss. 469, 470.

Provided that he makes his claim within one year from the date of the sale.

Penalty for failure to give notice of, or to deliver, wreck to the Receiver of Wreck.

257. Any person omitting to give notice of the finding of, or to deliver, any wreck to the Receiver of Wreck as required by section 252 shall be punished with fine which may extend to one thousand rupees, and, in the case of omission to deliver any wreck, shall, in addition to such fine, forfeit all claim to salvage, and pay to the owner of such wreck if the same is claimed, or, if the same is unclaimed, to the Government, a penalty not exceeding twice the value of such wreck. [Act VII of 1880, s. 79.] Cf. 1854, s. 450.

CHAPTER XXVII.

INVESTIGATIONS INTO CASUALTIES AND CHARGES AGAINST MASTERS, MATES AND ENGINEERS.

Saving of powers for removal of master.

258. Nothing in this *chapter* shall affect the powers conferred by section 240 of the Merchant Shipping Act, 1854, or by section 127 of this Act on Courts *mentioned in those sections, respectively.* [Act V of 1883, s. 4 (*1*); Bill of 1867, s. 201; Bill of 1882, s. 136.] 17 & 18 Vict., c. 104.

Report of casualties to be made to Local Government.

259. (*1*) Whenever any Magistrate, or any officer appointed by the Local Government in this behalf, receives credible information that— [Act V of 1883, s. 6 (am. by Act VI of 1891, s. 9, and Act XII of 1891); Bill of 1867, s. 255; Bill of 1882, s. 137.] Cf. 1854, ss. 15, 326, 432; 1873, s. 22; 1876, s. 32; 1882 (Colonial Inquiries), ss. 3, 4.

(*a*) any British or foreign ship has been lost, abandoned, stranded or materially damaged on or near the coasts of British India; or

(*b*) by reason of any casualty happening to, or on board of, any British or foreign ship on or near those coasts, loss of life has ensued; or

(*c*) any British or foreign ship has caused loss or material damage to any other ship on or near those coasts; or

(*d*) any such loss, abandonment, stranding, damage or casualty has happened else-

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where to, or on board of, any British ship, and any competent witnesses thereof have arrived or are to be found at any place in British India; or

(e) any British ship is supposed to have been lost, and any evidence can be obtained in British India as to the circumstances under which she proceeded to sea or was last heard of;

he shall forthwith report in writing the information to the Local Government.

(2) The word "coasts" in sub-section (1) includes the *banks* of creeks and tidal rivers.

(3) In the cases mentioned in clauses (a), (b) and (c) of sub-section (1), the master, pilot, harbour-master or other person in charge of the ship, or (where two ships are concerned) in charge of each ship, at the time of the loss, abandonment, stranding, damage or casualty, and

in cases under clause (d) of sub-section (1), where the master of the ship concerned, or (except in the case of a loss) where the ship concerned, proceeds to any place in British India from the place where the loss, abandonment, stranding, damage or casualty has occurred, the master of the ship,

shall, on arriving in British India, give immediate notice of the loss, abandonment, stranding, damage or casualty to the nearest Magistrate, or, when he arrives at a port in British India, to the officer appointed as aforesaid at that port.

(4) *In cases under clause (e) of sub-section (1), the managing owner of the ship, or, where there is no managing owner, the ship's husband, shall, as soon as conveniently may be, send to some officer appointed by the Local Government as aforesaid notice in writing of the loss.*

(5) Any person bound to give notice under this section and wilfully failing to give the same shall be punished with fine which may extend to five hundred rupees.

(6) The Magistrate or other officer whose duty it is under sub-section (1) to report to the Local Government such information as is referred to in that sub-section shall have, *for the purposes of such report*, the following powers (that is to say):—

(f) he may go on board any ship to which the provisions of this *chapter* apply, and may inspect the same or any part thereof, or any of the machinery, boats, equipments or articles on board thereof, not unnecessarily detaining or delaying the ship from proceeding on any voyage;

(g) he may enter and inspect any premises the entry or inspection of which appears to him to be requisite;

(h) he may, by summons under his hand, require the attendance of all such persons as he may think fit to call before him, may examine such persons, and may, by a like summons, require returns *in writing* to any inquiries which he may think fit to make;

(i) he may require and enforce the production of all books, papers or documents which he considers important; and

(j) he may administer oaths, or may, instead of requiring or administering an oath, require any person examined by him to make and subscribe a declaration of the truth of the statements made by him in his examination.

Power for Local Government to appoint special Court of Investigation.

260. (1) If the Local Government to which the report required by section 259 has been made or within whose territories any competent witnesses of any such loss, abandonment, stranding, damage or casualty as is described in clause (a), (b), (c) or (d) of sub-section (1) of the same section have arrived or are to be found, or any evidence of such supposed loss as is described in clause (e) of the same sub-section can be obtained, is of opinion that a formal investigation into the facts referred to in any of the said clauses is requisite or expedient, the Local Government may appoint a special Court, consisting of not less than two nor more than four persons, and direct the Court to make the investigation, and may fix the place for making the same. [Act V of 1883, s. 7 (am. by Act VI of 1891, s. 10); Bill of 1867, s. 255; Bill of 1882, s. 138; Cf. 1854, s. 433; 1876, s. 29.

(2) One of the members of the Court shall be a Magistrate acting in or near the place where the investigation is made; another shall be some person conversant with maritime affairs, and the other or others (if any) shall be conversant with either maritime or mercantile affairs. Cf. 1876, s. 30, para. 1.

Power for Admiralty and Criminal Courts to hold investigations into casualties when so directed.

261. Any *Colonial* Court *of* Admiralty in British India, and the principal Court of ordinary criminal jurisdiction at any port in British India where there is no *Colonial* Court *of* Admiralty, may, when so directed by the Local Government or by such officer as the Local Government has empowered in this behalf, make the investigation referred to in section 260. [Act V. of 1883, s. 8 (am. by Act VI of 1891, s. 11); Act XVI of 1891; Bill of 1867, s. 195; Bill of 1882, s. 139.]

Power for Court of Investigation to inquire into charges against masters, mates and engineers.

262. (1) Any Court making an investigation referred to in section 260 may inquire into any charge of incompetency or misconduct arising in the course of the investigation against any master, mate or engineer, as well as into any charge of a wrongful act or default on his part causing any loss, abandonment, stranding, damage or casualty referred to in section 259. [Act V of 1883, s. 9; Bill of 1882, s. 140.] Cf. 1854, ss. 241, 242 (2).

(2) In every case in which any such charge, whether of incompetency or misconduct, or of a wrongful act or default as aforesaid, arises against any master, mate or engineer in the course of an investigation, the Court shall, before the commencement of the inquiry into the charge, cause to be furnished to him a copy of the report or statement of the case upon which the investigation has been directed.

Power for Local Government to direct independent investigation into charge of incompetency or misconduct.

263. (1) If the Local Government has reason to believe that there are grounds for charging any master, mate or engineer holding a *Board of Trade, Colonial or local* certificate with incompetency or misconduct, otherwise than in the course of an investigation referred [Act V of 1883, s. 10; Bill of 1867, s. 197; Bill of 1882, s. 141.] Cf. 1854, s. 241; 1862, s. 11.

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to in section 260, it may send a statement of the case to—

(*a*) any Court mentioned in section 261, *or*

(*b*) *the Court of any Presidency Magistrate or Magistrate of the first class,*

at or nearest to the place at which it may be convenient for the parties and witnesses to attend, and may direct the Court to make an investigation into the charge.

(*2*) Before commencing the investigation, the Court shall cause the master, mate or engineer so charged to be furnished with a copy of the statement sent by the Local Government.

[Act V of 1883, s. 11; Bill of 1867, s. 198; Bill of 1882, s. 142.] Cf. 1854, s. 241; 1876, s. 30, para. 6.

Person accused to be heard.

264. For the purpose of an investigation under *the foregoing provisions of* this chapter into any charge against a master, mate or engineer, the Court may summon him to appear, and shall give him full opportunity of making a defence, either in person or otherwise.

[Act V of 1883, s. 13; Bill of 1882, s. 143.] Cf. 1876, s. 30, paras. 1, 2, 3; 1879, s. 3 (2), (3).

Assessors.

265. (*1*) When any investigation *under the foregoing provisions of this chapter* involves, or appears likely to involve, any question as to the suspension or cancellation of the certificate of a master, mate or engineer, the Court making the investigation shall constitute as its assessors, for the purposes of the investigation, two persons having experience in the merchant service; and in every other investigation *under the said provisions* the Court making it may, if it thinks fit, constitute as its assessor, for the purposes of the investigation, any person conversant with maritime affairs and willing to act as assessor.

(*2*) Every assessor shall attend during the investigation and deliver his opinion in writing, to be recorded on the proceedings. But the exercise of all powers conferred on the Court by this Act or any other enactment for the time being in force shall rest with the Court.

[Act V of 1883, s. 12; Act XVI of 1891; Bill of 1867, ss. 198, 257; Bill of 1882, s. 143.] Cf. 1854, s. 433; 1876, s. 29.

Powers of Court as to evidence and regulation of proceedings.

266. For the purposes of any investigation under *the foregoing provisions of* this chapter, the Court making the investigation, so far as relates to compelling the attendance and examination of witnesses and the production of documents and the regulation of the proceedings, shall have—

(*a*) if the Court is a special Court—the same powers as are exerciseable by the principal Court of ordinary criminal jurisdiction for the place at which the investigation is made;

(*b*) if the Court is a *Colonial* Court *of* Admiralty, or a principal Court of ordinary criminal jurisdiction, *or a Court of a Presidency Magistrate or a Magistrate of the first class*—the same powers as are exerciseable by that Court in the exercise of its admiralty or criminal jurisdiction (as the case may be).

[Act V of 1883, s. 14; Bill of 1882, s. 144.]

Power to arrest witnesses and cause entry and detention of ships.

267. (*1*) If any Court making an investigation under *the foregoing provisions of* this chapter thinks it necessary for obtaining evidence that any person should be arrested, it may issue a warrant for his arrest, and may, for the purpose of effecting the arrest, authorise any officer (subject, nevertheless, to any general or special instructions from the Local Government) to enter any ship.

(*2*) Any officer so authorised may, for the purpose of enforcing the entry, call to his aid any officers of Police or Customs, or any other persons, and may seize and detain the ship for such time as is reasonably necessary to effect the arrest.

(*3*) No person shall be detained by virtue of this section for more than forty-eight hours.

Power to commit for trial and bind over witnesses.

268. (*1*) Whenever, in the course of any investigation *under the foregoing provisions of* this chapter, it appears that any person has committed, within the jurisdiction of any Court in British India, an offence punishable under any law in force in British India, the Court making the investigation may (subject to such rules consistent with this Act as the High Court may, from time to time, make) cause him to be arrested, or commit him or hold him to bail to take his trial before the proper Court; and may bind over any person to give evidence at the trial, and may, for the purposes of this section, exercise all the powers of a Magistrate of the first class or of a Presidency Magistrate. [Act V of 1883, s. 15; Bill of 1882, s. 145.]

(*2*) For the purposes of this section the Recorder of Rangoon shall, *throughout Lower Burma*, be deemed to be the High Court.

Report by Court to Local Government.

269. (*1*) The Court shall, in the case of every investigation under *the foregoing provisions of* this chapter, transmit to the Local Government a full report of the conclusions at which it has arrived, together with the evidence. [Act V of 1883, s. 17; Bill of 1867, s. 258; Bill of 1882, s. 146.] Cf. 1854, ss. 241, 433.

(*2*) In cases in which, under the Merchant Shipping Acts, 1854 to *1892*, the Court is required to send a report to the Board of Trade, the report shall be sent through the Local Government, and the transmission of the report to the Local Government shall be a sufficient compliance with this section. 17 & 18 Vict., c. 104, &c.

Re-hearing.

270. (*1*) *Where an investigation into a shipping casualty, or into the conduct of a master, mate or engineer, has been held under this chapter, the Local Government may, in any case,* Cf. 1879, s. 2; 1882 (Colonial Inquiries), s. 6.

and shall, if new and important evidence which could not be produced at the investigation has been discovered, or if for any other reason there has, in its opinion, been ground for suspecting a miscarriage of justice,

order that the case be re-heard, either generally or as to any part thereof.

(*2*) *Where a re-hearing is ordered on the ground that new and important evidence as aforesaid has been discovered, the case shall be re-heard by the Court by which it was heard in the first instance; and, where a re-hearing is ordered on any other ground, the case shall be re-heard by the Colonial Court of Admiralty.*

(*3*) *The provisions of section 262, section 263, sub-section (2) and sections 264 to 269 (both inclusive) shall apply in the case of every re-hearing ordered under this section.*

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Investigations into Explosions on Steam-ships.

[Act VII of 1884, s. 37 (1), (2).]

Power to investigate causes of explosions on board steam-ships.

271. (*1*) Whenever an explosion occurs on board any steam-ship, whether British or foreign, on or near the coasts of British India, the Local Government may, if it thinks fit, direct that an investigation into the cause of the explosion be made by such person or persons as it may think fit.

(*2*) The person or persons so directed may enter into and upon the steam-ship, with all necessary workmen and labourers, and remove any portion of the steam-ship or of the machinery thereof, for the purpose of the investigation, and shall report to the Local Government what, in his or their opinion, was the cause of the explosion.

PART VI.

CHAPTER XXVIII.

ASSISTANCE TO PASSENGERS ABROAD.

[Act XII of 1885, preamble; Bill of 1867, s. 285.] 18 & 19 Vict., c. 119.

Whereas by section 99 of an Act of the Imperial Parliament called the Passengers Act, 1855, it is enacted that "it shall be lawful for the Governor General of India in Council, from time to time, by any Act or Acts to be passed for that purpose, to declare that this Act or any part thereof shall apply to the carriage of passengers upon any voyage from any ports or places within the territories of British India, to be specified in such Act or Acts, to any other places whatsoever, to be also specified in such Act or Acts," and it is thereby also enacted that "on the passing of such Indian Act or Acts, and whilst the same shall remain in force, all such parts of this Act as shall be adopted therein shall apply to and extend to the carriage of passengers upon such voyages as in the said Indian Act or Acts shall be specified. The provisions of such Indian Act shall be enforced in all Her Majesty's Possessions in like manner as the provisions of this Act may be enforced;"

26 & 27 Vict., c. 51. 18 & 19 Vict., c. 119.

And whereas by an Act of the Imperial Parliament called the Passengers Act Amendment Act, 1863, certain parts of the Passengers Act, 1855, have been amended, and it is directed that the said Acts shall be construed together as one Act;

XII of 1885.

And whereas certain parts of the said Acts of Parliament *have, by an Act passed by the Governor General of India in Council, called the Indian Sea Passengers Act, 1885, been* made applicable to the carriage of passengers upon certain specified voyages;

And whereas it is expedient that the *said Indian Sea Passengers Act, 1885, should be re-enacted with the amendments hereinafter appearing;*

It is hereby enacted as follows:—

[Act XII of 1885, s. 3; Bill of 1867, s. 285.] Cf. 1855 (Passengers), s. 99; 1863, s. 3. 18 & 19 Vict., c. 119. 26 & 27 Vict., c. 51.

Certain provisions of the Passengers Acts, 1855 and 1863, made applicable to specified voyages from British India.

272. The provisions in sections 273, 274 and 275, and Schedule VII (being parts of the Passengers Act, 1855, as amended by the Passengers Act Amendment Act, 1863), are declared applicable to the carriage of passengers, whether in British or foreign ships, upon the following voyages, namely:—

(*a*) voyages from the ports of Calcutta, Madras and Bombay to the British colonies of Mauritius, Jamaica, British Guiana, Trinidad, St. Lucia, Grenada, St. Vincent, Natal, St. Kitts, Nevis and Fiji;

(*b*) voyages from the ports of Calcutta, Madras and Bombay to the French colonies of Réunion, Martinique, Guadeloupe and its dependencies, and Guiana;

(*c*) voyages from the ports of Calcutta, Madras and Bombay to the Netherlands colony of Dutch Guiana;

(*d*) voyages from the ports of Calcutta, Madras and Bombay to the Danish colony of St. Croix;

(*e*) voyages under Part VII from Calcutta, Madras, Bombay, Karachi, Rangoon and other ports in British India to the Straits Settlements, to the protected Native States adjoining the Straits Settlements, to Australia, and to ports in the Red Sea, Gulf of Aden or Persian Gulf and on the East Coast of Africa.

Governors or Consuls may pay expenses of passengers taken off ship.

273. If the passengers or cabin-passengers upon any such voyage as is specified in section 272 are taken off from the ship carrying them or are picked up at sea from any boat, raft or otherwise, it shall be lawful, if the port or place to which they are conveyed is in any of Her Majesty's colonial possessions, for the Governor of such colony, or for any person authorised by him for the purpose, or, if in any foreign country, for Her Majesty's Consular Officer at such port or place therein, to defray all or any part of the expenses thereby incurred.

[Act XII of 1885, s. 4; Bill of 1867, s. 286.] Cf. 1855 (Passengers), s. 52.

Governors or Consuls may send on passengers, if the master of the ship fails to do so.

274. If any passenger or cabin-passenger of any such ship as aforesaid, without any neglect or default of his own, finds himself within any colonial or foreign port or place other than that for which the ship was originally bound, or at which he, or the Emigration Agent, or any public officer or other person on his behalf, has contracted that he should land,

it shall be lawful for the Governor of the colony, or for any person authorised by him for the purpose, or for Her Majesty's Consular Officer at the foreign port or place, as the case may be, to forward the passenger or cabin-passenger to his intended destination, unless the master of the ship, within forty-eight hours of the arrival of such passenger or cabin-passenger, gives to the Governor or Consular Officer, as the case may be, a written undertaking to forward or carry on within six weeks thereafter the passenger or cabin-passenger to his original destination, and unless the master accordingly forwards or carries him on within that period.

[Act XII of 1885, s. 5; Bill of 1867, s. 287.] Cf. 1863, s. 15.

Expenses incurred under sections 273 and 274 to be a Crown debt.

275. (*1*) All expenses incurred under section 273 or section 274, by or by the authority of a Governor or Consular Officer, or other

[Act XII of 1885, s. 6; Bill of 1867, s. 288.] Cf. 1863, s.

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(Part VI.—Chapter XXVIII.—Assistance to Passengers abroad.—Section 276.
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Sections 277-279.)

person as therein respectively mentioned, including the cost of maintaining the passengers and cabin-passengers until forwarded to their destination, and of all necessary bedding, provisions and stores, shall become a debt to Her Majesty from the owner, charterer and master of the ship, and shall be recoverable from them, or from any one or more of them, at the suit and for the use of Her Majesty, in like manner as in the case of other Crown debts.

(2) A certificate in the form given in Schedule VII, or as near thereto as the circumstances of the case will admit, purporting to be under the hand of any such Governor or Consular Officer (as the case may be), stating the total amount of the expenses, shall, in any suit or other proceeding for the recovery of the debt, be received in evidence without proof of the handwriting or of the official character of the Governor or Consular Officer, and shall be deemed sufficient evidence of the amount of the expenses, and that the same were duly incurred;

nor shall it be necessary to adduce on behalf of Her Majesty any other evidence in support of the claim, but judgment shall pass for the Crown, with costs of suit, unless the defendant specially pleads and duly proves that the certificate is false or fraudulent, or specially pleads and duly proves any facts showing that the expenses were not duly incurred:

Provided, nevertheless, that in no case shall any larger sum be recovered on account of the expenses than a sum equal to twice the total amount of passage-money received or due to and recoverable by or on account of the owner, charterer or master of the ship or any of them from or on account of the whole number of passengers and cabin-passengers who may have embarked in the ship; which total amount of passage-money shall be proved by the defendant if he will have the advantage of this limitation of the debt;

but if any such passengers are forwarded or conveyed to their intended destination under the provisions of section 274, they shall not be entitled to the return of their passage-money, or to any compensation for loss of passage.

[Act XII of 18.., s. 7.] [1855 (Passengers), ...]

Insurance.

276. No policy of assurance effected in respect of any passages, or of any passage or compensation money, by any person by this chapter made liable in the events aforesaid to provide those passages or to pay that money, or in respect of any other risk under this chapter, shall be deemed invalid by reason of the nature of the risk or interest sought to be covered by the policy of assurance.

PART VII.

NATIVE PASSENGER-SHIPS.

CHAPTER XXIX.

PRELIMINARY.

[Act X of 1887, s. ...]

Application.

277. (1) This Part applies—

(a) to all subjects of Her Majesty within the dominions of Princes and States in India in alliance with Her Majesty;

(b) to all native Indian subjects of Her Majesty without and beyond British India; and,

(c) subject to the exceptions mentioned in section 5 and in sub-section (2) of this section, to ships, whether British or foreign, carrying as passengers more than thirty natives of Asia or Africa

(2) But it does not apply—

(d) to any steam-ship not carrying as passengers more than sixty natives of Asia or Africa, or

(e) to any ship not intended to carry natives of Asia or Africa as passengers to or from any port in British India.

(3) Notwithstanding anything in sub-sections (1) and (2), the Local Government, with the previous sanction of the Governor General in Council, may, *by notification in the local official Gazette*, declare all or any of the provisions of this Part to apply—

(f) to sailing-ships, or any class of sailing-ships, whether British or foreign, carrying as passengers more than fifteen natives of Asia or Africa, or

(g) to steam-ships, or any class of steam-ships, whether British or foreign, carrying as passengers more than thirty natives of Asia or Africa.

Power to exempt ships.

[Act X of 1887, s. 57.] Cf. 1876, s. 20.

278. (1) The Local Government, with the previous sanction of the Governor General in Council, may, subject to such conditions as it may think fit, exempt any ship or class of ships from any provision of this Part.

(2) In imposing a condition under this section the Local Government may direct that a breach of it shall be punishable with fine which may extend to two hundred rupees, and, when the breach is a continuing breach, with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

Definitions.

[Act X of 1887, s. 5.]

279. In this Part, unless there is something repugnant in the subject or context,—

(1) "*native* passenger" means a passenger by a ship who is a native of Asia or Africa of the age of twelve years or upwards and is not on the agreement of the ship as one of the crew; [Bill of 1867, s. 267 (2).] Cf. 1855 (Passengers), s. 3 ("statute adult").

but does not include either a passenger in attendance on a person who is not a native of Asia or Africa, or a child under one year of age;

and, in the computation of *native* passengers for any of the purposes of this Part, two persons of the age of one year or upwards and under the age of twelve years shall be reckoned as one passenger;

(2) "long voyage" means, subject to the provisions of *section 280*,—

(a) any voyage to Aden from any other port in British India, whether the ship performing it proceeds to Aden direct or calls at one or more intermediate ports, or

(b) any voyage from or to a port in British India to or from a port in the Red

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(Part VII.—Native Passenger-ships.—Chapter XXIX.—Preliminary.—Section 280. Chapter XXX.—General Provisions as to Voyages.—Sections 281-284.)

Sea, whether the ship performing it proceeds to such port direct or calls at one or more intermediate ports, or

(*c*) any voyage *(not being a voyage referred to in clause (a) or clause (b))* during which the ship performing it will in ordinary circumstances be one hundred and twenty hours or upwards continuously out of port, *or*

(d) any voyage (not being a voyage referred to in clause (a) or clause (b)) during which the ship performing it will not in ordinary circumstances be one hundred and twenty hours continuously out of port, but during which the ship calls at one or more intermediate ports and has native passengers on board for two hundred and forty hours or upwards ;

(*3*) "short voyage" means, subject to the provisions of *section 280*,—

(*e*) any voyage (*not being a voyage referred to in clause (a) or clause (b) or a shelter-port voyage or an excursion voyage*) during which the ship performing it will not in ordinary circumstances be one hundred and twenty hours continuously out of port, *and*

(i) does not call at any intermediate port, or

(ii) calls at one or more intermediate ports and has native passengers on board for less than two hundred and forty hours.

(4) "shelter-port voyage" means, subject to the provisions of section 280,—

(f) in the case of a steam-ship having a certificate of survey, granted under Chapter XXIII or by the Board of Trade or by a British Colonial Government, in force and applicable to the voyage on which the ship is about to proceed or the service on which she is about to be employed—any voyage (not being an excursion voyage) during which the ship is at no time more than eight hours distant from a port of shelter, and

(f) in the case of any other ship—any voyage (not being an excursion voyage) during which the ship performing it is at no time more than six hours distant from a port of shelter ;

(*5*) *"excursion voyage" means, subject to the provisions of section 280, any voyage beginning and ending in a season of fair weather, during which the ship performing it is not out of port before sunrise or after sunset, and during which native passengers are not embarked before sunrise or kept on board after sunset ;*

(*6*) "voyage," when used without the prefix "long," "short", *"shelter-port" or "excursion,"* means the whole distance between the ship's port or place of departure and her final port or place of arrival ; and

(*7*) "Chief Customs-officer" means the chief executive officer of sea-customs in any port or place to which this Part applies.

280. (*1*) The Governor General in Council may, by notification in the Gazette of India, declare what shall be deemed to be, for the purposes of this Part, "seasons of fair weather" and "seasons of foul weather", and, for sailing-ships and steam-ships respectively, a "long voyage", a "short voyage," *a "shelter-port voyage" and an "excursion voyage."* [Act X of 1887, s. 55; Bill of 1867, s. 276.]

Power to declare what shall be deemed "seasons of fair weather," and "seasons of foul weather," and to modify or supplement certain definitions in section 279.

(2) The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, declare what ports shall, for the purposes of this Part, be deemed to be "ports of shelter."

CHAPTER XXX.

GENERAL PROVISIONS AS TO VOYAGES.

281. (*1*) A ship carrying *native* passengers shall not depart or proceed on a voyage from, or discharge *such* passengers at, any port or place in British India other than a port appointed in this behalf by the Local Government. [Act X of 1887, s. 6; Bill of 1867, s. 263.]

Ports for departure of ships or discharge or receiving of native passengers.

(*2*) After a ship has departed or proceeded on a voyage from a port so appointed, a person shall not be received on board as a *native* passenger except at some other port so appointed.

282. (*1*) The master, owner or agent of any ship so departing or proceeding shall give notice to an officer appointed in this behalf by the Local Government that the ship is to carry *native* passengers, and of her destination, and of the proposed time of sailing. [Act X of 1887, s. 7; Bill of 1867, s. 268.]

Notice to be given of destination and time of sailing.

(*2*) The notice shall be given not less than twenty-four hours before that time.

283. After receiving the notice, the officer aforesaid or any person authorised by him shall be at liberty at all times to enter on the ship and inspect her and her fittings and the provisions and stores in her. [Act X of 1887, s. 8; Bill of 1867, s. 269. Cf. 1855 (Passengers), ss. 10, 31.]

Power to enter on and inspect ship.

284. (*1*) A ship intended to carry *native* passengers shall not commence a voyage from a port appointed under section 281 unless the master holds a certificate (hereinafter called Certificate A) to the effect mentioned in sub-section (*2*), and, *in the case of a ship proceeding on a long voyage*, a certificate (hereinafter called Certificate B) to the effect mentioned in sub-section (*3*). [Act X of 1887, ss. 9 (*1*), 10, 11; Bill of 1867, ss. 264, 267 (*1*), (*4*). Cf. 1855 (Passengers), ss. 11, 28.]

Ship not to sail without certificate or certificates.

(*2*) "Certificate A" shall state—

(*a*) that the ship is seaworthy and properly equipped, fitted and ventilated, and

(*b*) *in the case of a ship proceeding on a long voyage*, the number of *native* passengers which she is capable of carrying, *or*

(c) in the case of a ship proceeding on a short voyage, a shelter-port voyage or an excursion voyage,—

(*i*) the *full* number of *native* passengers which the ship is capable of carrying

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(Part VI.—Native Passenger-ships.—Chapter XXX.—General Provisions as to Voyages.—Sections 285-290.)

during *a season of fair weather and a season of foul weather respectively, and on a short voyage, a shelter-port voyage and an excursion voyage respectively, when fully equipped and fitted in accordance with this Part and the rules thereunder,*

(*ii*) *the number of native passengers which the ship is capable of carrying on each division of a deck during a season of fair weather and a season of foul weather, respectively, and on a short voyage a shelter-port voyage and an excursion voyage, respectively, a plan of each such division being given on the certificate and the number of native passengers being stated on the plan, and*

(*iii*) if the ship is to carry upper-deck passengers during a season of *fair* weather, that she is furnished with substantial bulwarks and a double awning or with other sufficient protection against the weather; and

(*d*) in the case of a ship *referred to in section 291*, that she has on board a medical officer licensed in accordance with the rules under this Part.

(*3*) "Certificate B" shall state—

(*e*) the voyage which the ship is to make, and the intermediate ports, if any, at which she is to touch;

(*f*) that she has the proper complement of officers and seamen;

(*g*) that food, fuel, pure water *and medical stores and appliances*, over and above what is necessary for the crew, and the other things, if any, prescribed for the ship, have been placed on board, of the quality prescribed, properly packed, and sufficient to supply the *native* passengers on board during the voyage which the ship is to make (including such detention in quarantine as may be probable) according to the scale for the time being prescribed;

(*h*) that the master holds Certificate A;

(*j*) if the ship is to carry *native* passengers to any port in the Red Sea, that she is propelled principally by steam, and,

(*k*) such other particulars, if any, as may be prescribed.

[Act X of 1887, s. 9 (*2*); Bill of 1867, s. 264.]

Port-clearance not to be granted without certificate or certificates.

285. No officer authorised to grant a port-clearance shall grant the same for a ship carrying *native* passengers unless the master holds a certificate or certificates granted in accordance with section 284.

[Act X of 1887, s. 12; Bill of 1867, s. 265.]

Grant of certificates.

286. The person by whom Certificate A and Certificate B are to be granted shall be the officer appointed under section 282.

[Act X of 1887, s. 13.] Cf. 1876, s. 18.

Production of certificate of survey containing particulars required for Certificate A.

287. Where the master of a ship produces to that officer a certificate *of survey, granted under Chapter XXIII or* by the Board of Trade or by a British Colonial Government, in force and applicable to the voyage on which the ship is *about* to proceed or the service on which she is about to be employed, and *any of* the particulars required by section 284, sub-section (*2*), are certified thereby, the officer may take the certificate as evidence of those particulars, and *the same may thereupon be inserted in* Certificate A.

Survey of ship.

288 (*1*) After receiving the notice required by section 282, the officer appointed under that section may, if he thinks fit, cause the ship to be surveyed at the expense of the master or owner by competent surveyors, who shall report to him whether the ship is, in their opinion, seaworthy and properly equipped, fitted and ventilated for the voyage which she is to make: [Act X of 1887, s. 14; Bill of 1867, ss. 264, 270.] Cf. 1855 (Passengers), s. 19.

Provided that he shall not cause a ship having a certificate *of survey* mentioned in section 287 to be surveyed unless, by reason of the ship having met with damage or having undergone alterations, or on other reasonable ground, he considers it likely that she may be found unseaworthy or not properly equipped, fitted or ventilated for the voyage.

(*2*) If the officer causes a survey to be made of a ship holding a certificate *of survey* mentioned in section 287, and the surveyors report that the ship is seaworthy and properly equipped, fitted and ventilated for the voyage, and that there was no reasonable ground why the officer should have thought it likely that she would be found unseaworthy, or not properly equipped, fitted or ventilated for the voyage, the expense of the survey shall be paid by the Local Government.

(*3*) *If at the time of making a survey under this section all the prescribed equipments are not on board the ship, the officer granting Certificate A shall note the deficiency thereon; and the number of native passengers proportionate to such deficiency shall not be carried until the deficiency has been supplied and the fact endorsed on the certificate by the said officer.*

Discretion as to grant of certificate.

289. (*1*) The officer authorised to grant a certificate under this Part in respect of a ship shall not grant it unless he is satisfied that she has not on board any cargo likely from its quality, quantity or mode of stowage to prejudice the health or safety of the passengers. [Act X of 1887, s. 15.]

(*2*) But save as aforesaid, and subject to the provisions of sub-section (*3*), it shall be in the discretion of the officer to grant or withhold the certificate.

(*3*) In the exercise of that discretion that officer shall be subject to the control of the Local Government, and of any intermediate authority which that Government may appoint in this behalf.

Copy of certificate to be exhibited.

290. The master or owner shall post up in a conspicuous part of the ship, so as to be visible to persons on board thereof, a copy of *the certificate or* each of the certificates granted under this Part in respect of the ship, and shall keep the copy or copies so posted up throughout the voyage. [Act X of 1887, s. 16.]

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(Part VII.—Native Passenger-ships.—Chapter XXX.—General Provisions as to Voyages.—Sections 292-293. Chapter XXXI.—Special Provisions as to Long Voyages.—Sections 294-299.)

[Act X of 1887, s. 26; Bill of 1867, s. 267 (5).] Cf. 1855 (Passengers), s. 41.

Certain ships to carry medical officer.

291. *Every ship carrying more than four hundred native passengers*

from or to any port on the Coromandel Coast to or from Rangoon, or

from or to Calcutta to or from Rangoon, or

from or to any port in the territories administered by the Governor of Bombay in Council to or from any port not in those territories, or

from or to Aden to or from any other port in the territories administered by the Governor of Bombay in Council, and

every ship carrying more than one hundred *native* passengers from or to any port in British India to or from any port in the Red Sea,

shall have on board a medical officer licensed in accordance with the rules under this Part.

[Act X of 1887, ss. 20, 23.]

Report of deaths.

292. (*1*) The master of every ship carrying *native* passengers shall notify the date and supposed cause of death of every *native* passenger dying on the voyage.

(*2*) Such notification shall be made at the *first port at which the ship calls after the occurrence of any such death*, and shall be made,—

(*a*) in the case of a long voyage, to a person lawfully exercising Consular authority on behalf of Her Majesty at such port, or to the Chief Customs-officer thereat, or to the officer (if any) appointed there under section 282, and

(*b*) in the case of a short voyage, *a shelter-port voyage or an excursion voyage*, to such officer as the Governor General in Council may appoint in this behalf.

Report as to animals carried.

293. *The master of every ship carrying native passengers and calling at any intermediate port in British India between the first port of departure and the final port of arrival shall at each such intermediate port report to the officer appointed under section 282 the number of cattle and other live animals on board which may be occupying space measured for native passengers.*

CHAPTER XXXI.

SPECIAL PROVISIONS AS TO LONG VOYAGES.

[Act X of 1887, s. 21; Bill of 1867, s. 267 (2).] Cf. 1853, s. 1.

Space to be available for native passengers.

294. Every ship carrying *native* passengers and performing a long voyage shall, subject to the provisions of *section 326*, contain in the between-decks the spaces hereinafter respectively mentioned for each such passenger:

if the ship is propelled by sails, twelve superficial and seventy-two cubic feet;

if the ship is propelled by steam, or partly by steam and partly by sails, nine superficial and fifty-four cubic feet.

[Act X of 1887, s. 22.]

Statements concerning passengers.

295. The master of a ship departing or proceeding on a long voyage from any port in British India shall sign two statements, specifying the number and the respective sexes of all the *native* passengers, and the number of the crew, and shall deliver them to the officer appointed under section 282, who shall thereupon, after having first satisfied himself that the numbers are correct, countersign and return to the master one of the statements.

Ship taking additional passengers at intermediate place.

296. (*1*) In either of the following cases, namely,— [Act X of 1887, s. 24.]

(*a*) if after the ship has departed or proceeded on a long voyage any additional *native* passengers are taken on board at a port in British India appointed under section 281 for the embarkation of *such* passengers, or

(*b*) if the ship upon her voyage touches or arrives at any such port, having previously received on board additional *native* passengers at any place beyond British India,

the master shall obtain a *new* certificate to the effect of Certificate B from the officer appointed at that port under section 282, and shall make additional statements specifying the number and the respective sexes of all the additional *native* passengers.

(*2*) All the foregoing provisions of this Part with respect to Certificate B and statements concerning *native* passengers shall be applicable to any certificate granted or statement made under this section.

Voyages between British India and the Red Sea.

Ships to be propelled principally by steam.

297. A ship carrying *native* passengers from or to any port in British India to or from any port in the Red Sea shall be propelled principally by steam. [Act X of 1887, s. 25.]

Ships to touch at Aden and obtain bill of health.

298. (*1*) A ship carrying *native* passengers from or to any port in British India other than Aden to or from any port in the Red Sea shall touch at Aden, and shall not leave that port without having obtained from the proper authority a clean bill of health. [Act X of 1887, ss. 27, 28.]

(*2*) The authority at Aden empowered to grant the bill of health shall refuse to grant it if the ship has on board a greater number of *native* passengers than the number allowed for the ship by or under this Part, and may refuse to grant it if the requirements of any rule under this Part are not complied with on board the ship.

Bond.

299. In the case of a ship carrying *native* passengers from any port in British India other than Aden to any port in the Red Sea, no officer authorised to grant a port-clearance for the ship shall grant the same unless and until the master, owner or agent of the ship and two sureties resident in British India have executed in favour of the Secretary of State for India in Council a joint and several bond, for the sum of five thousand rupees, conditioned— [Act X of 1887, s. 29.]

(*a*) that the ship shall touch at Aden on the outward voyage and there obtain a

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(Part VII.—Native Passenger-ships. Special Provisions as to Long Voyages.—Section 300—Chapter XXXII.—Special Provisions as to Short, Shelter-port and Excursion Voyages.—Sections 301-303. Chapter XXXIII.—Penalties.—Section 304.)

clean bill of health, and shall do the same on the homeward voyage if the ship continues to carry more than sixty *native* passengers, and

(*b*) that the master and medical officer (if any) of the ship shall comply with, on the outward voyage, and also on the homeward voyage if the ship continues to carry more than sixty *native* passengers, the provisions of this Part and of such rules relating to ships carrying *native* passengers between ports in British India and ports in the Red Sea as the Governor General in Council may make under this Part.

[Act X of 1887, s. 30.] [1855 (Passengers), s. 44.]

Power to direct medical inspection of passengers.

300. (*1*) The Local Government may direct that no *native* passenger shall be received on board any ship or any ship of a specified class carrying *native* passengers from any port in British India to any port in the Red Sea unless and until the passenger has been inspected, at such time and place, and in such manner, as the Local Government may fix in this behalf, by a medical officer to be appointed by that Government for the purpose.

(*2*) If in the opinion of any officer making inspection under this section any *native* passenger is suffering from any dangerously infectious or contagious disease, *he shall prohibit* the embarkation of the passenger.

(*3*) *If any such officer has reason to believe that any native passenger, though not suffering from any dangerously infectious or contagious disease, is or has recently been in attendance upon, or otherwise in contact with, any person so suffering, he may prohibit the embarkation of the passenger for such period as he may think fit.*

CHAPTER XXXII.

SPECIAL PROVISIONS AS TO SHORT, SHELTER-PORT AND EXCURSION VOYAGES.

[Act X of 1887, s. 18 (1), (2), (3); Bill of 1867, s. 267 (2).]

Space to be available for passengers.

301. (*1*) Every ship carrying *native* passengers and performing a short voyage, *a shelter-port voyage or an excursion voyage* shall, subject to the provisions of *section 326*, have the spaces hereinafter respectively mentioned for each such passenger:—

when performing a short voyage during a season of fair weather,	*nine superficial and fifty-four cubic feet*;
when performing a shelter-port voyage during a season of fair weather,	*seven superficial and forty-two cubic feet*;
when performing a short voyage *or a shelter-port voyage* during a season of foul weather,	if the ship is propelled by sails, *nine superficial and fifty-four cubic feet*; if the ship is propelled by steam, or partly by steam and partly by sails, *seven superficial and forty-two cubic feet*;
when performing an excursion voyage,	*six superficial and thirty-six cubic feet*:

Provided that, in the case of a ship performing a short voyage or a shelter-port voyage,—

(a) such space as aforesaid shall, in seasons of foul weather, be sheltered by a permanent iron or wooden deck-covering and by solid bulwarks,

(b) if native passengers are carried in any ship, whether during a season of fair weather or during a season of foul weather, in more than one deck below the main or tonnage deck, the ship shall have on each such additional deck fourteen superficial and eighty-four cubic feet of space for each such passenger.

Upper-deck passengers.

302. A ship performing a short voyage, *a shelter-port voyage or an excursion voyage* during a season of *fair* weather shall not carry upper-deck passengers unless she is furnished with substantial bulwarks and a double awning or with other sufficient protection against the weather. [Act X of 1887, s. 18 (4).]

Food, &c., to be carried, awnings to be spread and statement as to passengers to be furnished.

303. The master of every ship proceeding on a short voyage, *a shelter-port voyage or an excursion voyage shall be bound*— [Act X of 1887, s. 11 (c), s. 19; Bill of 1867, s. 273.]

(*a*) to carry food, fuel, pure water *and medical stores and appliances*, over and above what is necessary for the crew, and the other things, if any, prescribed for the ship, of the quality prescribed, properly packed and sufficient to supply the *native* passengers on board during the voyage which the ship is to make (including such detention in quarantine as may be probable) according to the scale for the time being prescribed;

(b) to keep awnings spread over all exposed decks at sea at all times when the weather permits;

(*c*) *to furnish to the officer appointed under section 282 at every port in British India at which the ship touches a statement, in a form sanctioned by the Local Government, shewing the number of native passengers taken on board at the last port at which the ship touched, the number to be landed at the port at which the statement is furnished and the number to be conveyed to the next port; and*

(d) to certify to such officer at each port as aforesaid that the several articles mentioned or referred to in clause (a) have been placed on board *in accordance with that clause.*

CHAPTER XXXIII.

PENALTIES.

Penalty for ship unlawfully departing or receiving native passengers on board.

304. If any ship departs or proceeds on a voyage from, or discharges *native* passengers at, any port or place in British India in contravention of section 281, sub-section (*1*), or section 284, or [Act X of 1887, s. 31; Bill of 1867, ss. 263, 277.]

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(Part VII.—Native Passenger-ships.—Chapter XXXIII.—Penalties.—Sections 305-315.)

if any person is received as a *native* passenger on board a ship in contravention of section 281, sub-section (2), *or*

if any native passenger is carried on board a ship in contravention of section 288, sub-section (3),

the master or owner shall, for every *native* passenger carried in the ship, or for every *native* passenger so discharged, received *or carried* on board, be punished with fine which may extend to one hundred rupees, or with imprisonment for a term which may extend to one month, or with both, and

the ship, if found within two years in any port or place in British India, may be seized and detained by a Chief Customs-officer until the penalties incurred under this Part by her master or owner have been adjudicated, and the payment of the fines imposed on him under this Part, with all costs, has been enforced, under the provisions of this Part:

Provided that the aggregate term of imprisonment awarded under this section shall not exceed one year.

[Act X of 1887, s. 32; Bill of 1867, s. 278.] Cf. 1855 (Passengers), s. 10.

Penalty for opposing entry on or inspection of ship.

305. If any person impedes or refuses to allow any entry or inspection authorised by or under this Part, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

[Act X of 1887, s. 33.]

Penalty for not exhibiting copy of certificates.

306. If any master or owner without reasonable excuse, the burden of proving which shall lie upon him, fails to comply with the requirements of section 290, with respect to the posting of copies of certificates, he shall be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

[Act X of 1887, s. 42.] Cf. 1855 (Passengers), s. 41.

Penalty for sailing without medical officer.

307. If any ship *referred to in section 291* has not on board a medical officer as required by that section, the master shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

[Act X of 1887, s. 34.]

Penalty for failing to notify death.

308. If any master without reasonable excuse, the burden of proving which shall lie upon him, fails to notify any death, as required by section 292, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

Penalty for failing to make a report as to animals carried.

309. If any master fails to make a report, as required by section 293, as to animals carried on board his ship and occupying space measured for native passengers, or wilfully makes any false statement in any such report, he shall be punished with fine which may extend to twenty rupees for every animal occupying such space and not duly reported.

[Act X of 1887, s. 24.]

Penalty for not complying with requirements as to statements concerning passengers and certain other matters.

310. If any master fails to comply with any of the requirements of section 295, as to statements concerning *native* passengers, or wilfully makes any false entry or note in or on any such statement, or without reasonable excuse, the burden of proving which shall lie upon him, fails to obtain any such *new* certificate, or to make any such statement of the number of additional *native* passengers, as is mentioned in section 296,

he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

[Act X of 1887, s. 41.]

Penalty for carrying native passengers to or from the Red Sea in ship not propelled by steam.

311. If any ship carrying *native* passengers from or to any port in British India to or from any port in the Red Sea is not propelled principally by steam as required by section 297, the master and owner shall each be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

[Act X of 1887, s. 43.]

Penalty for not obtaining bill of health at Aden.

312. If, in the case of a ship to which section 298 applies, the master, without reasonable excuse, the burden of proving which shall lie upon him, fails to touch at Aden, or leaves that port without having obtained a bill of health under that section, he shall be punished with fine which may extend to two thousand rupees, or with imprisonment for a term which may extend to six months, or with both.

[Act X of 1887, s. 44.]

Penalty on master or medical officer of certain ships disobeying rules.

313. If, in the case of a ship to which section 298 applies, the master or the medical officer, if any, of the ship, without reasonable excuse, the burden of proving which shall lie upon him, breaks, or omits or neglects to obey, any rule under this Part applicable to the ship, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

[Act X of 1887, s. 45.]

Penalty on master receiving passenger in contravention of section 300.

314. If the master of any ship to which a direction under section 300 applies knowingly receives on board the ship any person in contravention of that section, *or of any prohibition made thereunder*, he shall be punished with fine which may extend to five hundred rupees for each person so received, or with imprisonment for a term which may extend to three months, or with both.

Penalty for contravention of section 303.

315. (1) If any master fails to comply with any of the requirements of section 303, clause (a), as to the carrying of food, fuel, water, medical stores and appliances and other prescribed things, he shall be punished with fine which may extend to two hundred rupees.

(2) If any master fails to comply with the requirement of section 303, clause (b), as to the spreading of awnings, he shall be punished with fine which may extend to two hundred rupees.

(3) If any master fails to comply with any of the requirements of section 303, clause (c), as to furnishing a statement concerning native passengers, or wilfully makes any false entry in any such statement, he shall be punished with fine which may extend to two hundred rupees, and no officer authorised

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(Part VII.—Native Passenger-ships.—Chapter XXXIII.—Penalties.—Sections 316-321. Chapter XXXIV.—Supplemental Provisions.—Sections 322-323.)

to grant a port-clearance for the ship shall grant the same unless and until the master has furnished a statement, or an amended statement, as the case may be, of the nature required by the said clause.

(4) If any master fails to give the certificate required by section 303, clause (d), or wilfully makes any false entry or note in or on any such certificate, he shall be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

[Act X of 1887, s. 35; Bill of 1867, s. 281.]

Penalty for fraudulent alteration in ship after certificate obtained *or given.*

316. If any master, after having obtained any of the certificates mentioned in section 284 or section 296, *or after having given a certificate under section 303, clause (d)*, fraudulently does or suffers to be done anything whereby the certificate becomes inapplicable to the altered state of the ship, her passengers or other matters to which the certificate relates, he shall be punished with fine which may extend to two thousand rupees, or with imprisonment for a term which may extend to six months, or with both.

[Act X of 1887, s. 36; Bill of 1867, s. 282.]

Penalty for failing to supply native passengers with prescribed provisions.

317. If any master without reasonable excuse, the burden of proving which shall lie upon him, omits to supply to any *native* passenger the prescribed allowance of food, fuel and water, he shall be punished with fine which may extend to twenty rupees for every passenger who has sustained detriment by the omission.

[Act X of 1887, s. 37; Bill of 1867, ss. 279, 280.] Cf. 1855 (Passengers), s. 101.

Penalty for having excessive number of native passengers on board.

318. (1) If any ship carrying *native* passengers to or from any port in British India has on board a number of *native* passengers which is greater than the number allowed for the ship by or under this Part, the owner and master shall, for every *native* passenger over and above that number, be each punished with fine which may extend to twenty rupees, and the master shall further be liable to imprisonment for a term which may extend to one week in respect of each such passenger:

Provided that the aggregate term of imprisonment awarded under this section shall not exceed six months.

(2) Any officer authorised in this behalf by the Local Government may cause all *native* passengers over and above the number allowed by or under this Part to disembark, and may forward them to any port at which they may have contracted to land, and recover the cost of so forwarding them from the master or owner of the ship as if the cost were a fine imposed under this Part; and a certificate under the hand of that officer shall be conclusive proof of the amount of the cost aforesaid.

[Act X of 1887, s. 38.]

Penalty for bringing native passengers from foreign port in excess of authorised number.

319. If any ship carrying *native* passengers from any port or place beyond British India to any port in British India has on board a number of *native* passengers greater either than the number allowed for the ship by or under this Part or than the number allowed by the license or certificate, if any, granted in respect of the ship at her port or place of departure, the master and owner shall, for every *native* passenger in excess of that number, be each punished with fine which may extend to twenty rupees.

[Act X of 1887, s. 39; Bill of 1867, s. 283.] Cf. 1855 (Passengers), s. 56.

Penalty for landing native passenger at a place other than that at which he has contracted to land.

320. If any master lands any *native* passenger at any port or place other than the port or place at which the passenger may have contracted to land, unless with his previous consent, or unless the landing is made necessary by perils of the sea or other unavoidable accident, the master shall for every *native passenger so landed* be punished with fine which may extend to two hundred rupees, or with imprisonment for a term which may extend to one month, or with both.

[Act X of 1887, s. 40.]

Penalty for making voyage in contravention of contract with passengers.

321. If any ship, otherwise than by reason of perils of the sea or other unavoidable accident, touches at any port or place in contravention of any express or implied contract or engagement with the *native* passengers with respect to the voyage which the ship was to make and the time which that voyage was to occupy, whether the contract or engagement was made by public advertisement or otherwise, the master and owner shall each be punished with fine which may extend to five hundred rupees, or with imprisonment for a term which may extend to three months, or with both.

CHAPTER XXXIV.

SUPPLEMENTAL PROVISIONS.

[Act X of 1887, s. 51; Bill of 1867, s. 274.]

Information to be sent to ports of embarkation and discharge.

322. (1) The Chief Customs-officer, or other officer, if any, appointed by the Local Government in this behalf, at any port in British India at which a ship carrying *native* passengers touches or arrives, shall, with advertence to the provisions of this Part, send any particulars which he may deem important respecting the ship, and the *native* passengers carried therein, to the officer *appointed under section 282* at the port from which the ship commenced her voyage, and to the officer *appointed under the said section* at any other port in British India where the passengers or any of them embarked or are to be discharged.

(2) The Chief Customs-officer, or other officer, if any, appointed by the Local Government in this behalf, at any port in British India at which a ship to which this Part applies touches or arrives, may enter on the ship and inspect her in order to ascertain whether the provisions of this Part as to the number of *native* passengers and other matters have been complied with.

[Act X of 1887, s. 52; Bill of 1867, s. 275.]

Certain documents to be admissible in evidence.

323. In any proceeding for the adjudication of any penalty incurred under this Part, any document purporting to be a report of such particulars as are referred to in section 322, sub-section (1), or a copy of the proceedings of any Court of Justice duly authenticated, and also any like document purporting to be

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(Part VII.—Native Passenger-ships.—Chapter XXXIV.—Supplemental Provisions.—Sections 324-328. Part VIII.—Chapter XXXV.—Coast-light Dues.—Sections 329-330.)

made and signed by any person lawfully exercising consular authority on behalf of Her Majesty in any foreign port, shall be admissible in evidence, if it appears to have been officially transmitted to any officer at or near the place where the proceeding under this Part is had.

[Act X of 1887, s. 53(1), (2), (3).] 324. (1) The Governor General in Council may make rules to regulate, in the case of any ship or class of ships, all or any of the following matters:—

Power to make rules.

[Bill of 1867, s. 266.] Cf. 1855 (Passengers), ss. 35-37; 1863, ss. 9, 10. (a) the scale on which food, fuel and water are to be supplied to *native* passengers or to any class or classes of *native* passengers, and the quality of the food, fuel and water;

Cf. 1855 (Passengers), s. 43. (b) the medical stores and other appliances and fittings to be provided on board for maintaining health, cleanliness and decency;

Cf. 1855 (Passengers), s. 42. (c) the licensing and appointment of medical officers in cases where they are required by section 291 to be carried;

Cf. 1855 (Passengers), s. 27. (d) the anchors and cables to be provided on board;

Cf. 1855 (Passengers), s. 27. (e) the instruments for purposes of navigation to be supplied;

Cf. 1855 (Passangers), s. 27. (f) the apparatus *for ventilation and* for the purpose of extinguishing fires on board, and the precautions to be taken to prevent such fires;

Cf. 1855 (Passengers), s. 27. (g) the provision of boats and other appliances for saving life and of means for making signals of distress, and the supply of lights inextinguishable in water and fitted for attachment to life-buoys;

(h) *the area to be deducted from the space measured for native passengers when live animals are carried in such space;*

(i) the functions of the master, medical officer (if any) and other officers of the ship during the voyage;

(j) the access of between-decks passengers to the upper deck; and

(k) generally, to carry out the purposes of this Part.

(2) The Local Government may make rules to regulate, in the case of any ship or class of ships,—

(l) the local limits within which, and the time and mode at and in which, *native* passengers are to be embarked or discharged at any port appointed under *section 281* in that behalf; and

(m) the time within which the ship or any ship of the class is to depart or proceed on her voyage after commencing to take *native* passengers on board.

(3) In making a rule under this section the authority making it may direct that a breach of it shall be punishable with fine which may extend to two hundred rupees, and, when the breach is a continuing breach, with a further fine which may extend to twenty rupees for every day after the first during which the breach continues.

325. If any officer appointed in this behalf by the Local Government is satisfied that a *native* passenger has brought on board a ship for his own use food of the quality and in the quantity for the time being prescribed, the requirements of this Part respecting the supply of food for *native* passengers shall not apply so far as regards the supply of food for that passenger. [Act X of 1887, s. 17.]

Supply by passengers of their own food.

326. The Governor General in Council may, by *notification in the Gazette of India*, declare in the case of any ship or class of ships and for all or any voyages the number of superficial *and* cubic feet of space to be available for *native* passengers; and the order shall be alternative to, or override, as the Governor General in Council may direct, the provisions of sections 294 and 301 so far as they apply to that ship or class of ships. [Act X of 1887, s. 56.]

Power to declare space to be available for native passengers.

327. The Local Government shall appoint such persons as it may think fit to exercise and perform the powers and duties which are conferred and imposed by this Part or may be conferred and imposed thereunder. [Act X of 1887, s. 54; Bill of 1867, s. 265.]

Appointment of officers.

328. The penalties to which masters and owners of ships are made liable by this Part shall be enforced only on information laid at the instance of officers appointed to grant certificates under this Part, or, at any port or place where there is no such officer, at the instance of the Chief Customs-officer. [Act X of 1887, s. 48; Bill of 1867, s. 293.]

Authority to institute proceedings for penalties.

PART VIII.

CHAPTER XXXV.

COAST-LIGHT DUES.

Preliminary.

329. In this chapter, unless there is something repugnant in the subject or context, "voyage" means the whole distance between a ship's place of departure and her final place of arrival; but the return of a ship from any place shall, notwithstanding the terms of any charter-party, be deemed a distinct voyage. [Act IX of 1879, s. 3.]

Definition of "voyage."

Levy and Recovery of Dues.

330. For the purpose of establishing and maintaining coast-lights in the eastern part of the Bay of Bengal, a toll, hereinafter called "coast-light dues," shall be paid in respect of every ship, whether British or foreign, of the burden of fifty tons *or* upwards making any voyage mentioned in Schedule VIII, at the rate of one anna and six pies per ton of burden: [Act IX of 1879, ss. 4, 6; Cf. 1854, ss. 396, 397; 1855, s. 2; 1862, s. 47.]

Dues chargeable.

Provided that such ship sails from, or enters during the course of, or at the termination of, such voyage, a port in British India, or takes in, or discharges, cargo off the coast of British India:

Provided further that the Governor General in Council may, by notification in the Gazette of India,—

(a) reduce, *and again* raise to an amount not exceeding one anna and six pies per

The Indian Merchant Shipping Bill, 1892.

(Part VIII.—Chapter XXXV.—Coast-light Dues.—Sections 331-338.)

ton of burden, the rate of coast-light dues *payable* in respect of all ships or any particular class of ships, *or*

(*b*) *abolish the coast-light dues payable in respect of all ships or any particular class of ships.*

[Act IX of 1879, s. 5.] 331. Coast-light dues *chargeable under section 330* shall become due and payable—

Dues when payable.

(*a*) in the case of a ship clearing out of a port in British India upon any such voyage as aforesaid—previous to the grant of any port-clearance;

(*b*) in the case of a ship entering a port in British India in the course, or at the termination, of any such voyage as aforesaid—immediately upon her entering such port:

Provided that the said dues shall not be levied more than once on any ship in the course of the same voyage.

[Act IX of 1879, s. 7.] Cf. 1854, s. 400; 1855, s. 4. 332. The Customs-collector shall collect the coast-light dues,

Collection of dues.

and shall grant to the person paying the same a voucher in writing under his hand, setting forth the name of his office, the port at which the coast-light dues are paid, the amount so paid, the name, tonnage and other proper description of the ship in respect of which such payment is made, and the voyage on which she is or has been bound.

[Act IX of 1879, s. 8.] 333. Within twenty-four hours after the arrival within a port of any ship chargeable with coast-light dues, the master of the ship shall give notice of such arrival to the Customs-collector.

Master to report arrival of ship.

[Act IX of 1879, s. 9.] 334. In order to ascertain the tonnage of any ship chargeable with coast-light dues, the following rules shall be observed:—

Ascertainment of tonnage of ship chargeable with dues.

(*1*) (*a*) If the ship is registered *in the United Kingdom or in British India or any other British Possession*, the Customs-collector may require the owner or master of the ship or any person having possession of her *certificate of registry* to produce *such certificate* for inspection.

(*b*) If the owner or master or such person as aforesaid neglects or refuses to produce *such certificate*, or otherwise to satisfy the Customs-collector as to what is the true tonnage of the ship in respect of which the coast light dues are payable, he shall be punished with fine which may extend to one hundred rupees, and the Customs-collector may cause the ship to be measured, and the tonnage thereof to be ascertained, *according to the mode of measurement for the time being prescribed by or under the Merchant Shipping Act, 1854, as amended by subsequent Acts, for ascertaining the tonnage of British ships*; and in such case the owner or master of the ship shall also be liable to pay the expenses of the measurement. [17 & 18 Vict., c. 104, &c.]

(*2*) If the ship is not registered *in the United Kingdom or in British India or some other British Possession*, and the owner or master thereof fails to satisfy the Customs-collector as to what is her true tonnage according to the mode of measurement for the time being prescribed *by or under the Merchant Shipping Act, 1854, as amended by subsequent Acts, for ascertaining the tonnage* of British ships, the Customs-collector shall cause the ship to be measured, and the tonnage thereof to be ascertained, according to the mode aforesaid; and in such case the owner or master of the ship shall be liable to pay the expenses of the measurement. [17 & 18 Vict., c. 104, &c.]

(*3*) *If the ship is a ship of which the tonnage cannot be ascertained according to the mode of measurement mentioned in clauses (1) and (2), the tonnage of the ship shall be determined by the Customs-collector on such an estimate as may seem to him to be just.*

335. If the master of any ship refuses or neglects to pay to the Customs-collector on demand by him the amount of any dues or expenses payable in respect of the ship under this chapter, the Customs-collector may distrain or arrest the ship and the tackle, apparel and furniture belonging thereto, or any part thereof, and detain the same until the amount of such dues or expenses is paid; [Act IX of 1879, s. 10.] Cf. 1854, s. 401; 1855, s. 4.

On refusal to pay dues or expenses, the Collector may distrain and sell.

and in case any part of such dues or expenses, or of the costs of the distress or arrest, or of the keeping of the same remains unpaid for the space of five days next after any such distress or arrest is so made, the Customs-collector may cause the ship or other thing so distrained or arrested to be sold, and with the proceeds of such sale may satisfy such dues, expenses and costs (including the costs of sale) remaining unpaid, and shall render the surplus (if any) to the master of the ship upon demand.

336. No officer authorised to grant a port-clearance shall grant the same for a ship to which this chapter applies until her master or some other person has paid, or secured to the satisfaction of such officer, the amount of all dues, expenses and costs with which the ship is chargeable under this chapter, and of any fine to which any person is liable for anything done by him in contravention of this chapter. [Act IX of 1879, s. 11.] Cf. 1854, s. 400; 1855, s. 4.

No port-clearance to be granted until dues, &c., are paid.

337. The master of any ship departing from or entering any port in British India upon, or in the course of, or at the termination of, any voyage, shall, upon the demand of the Customs-collector, specify upon what voyage she is or has been bound. [Act IX of 1879, s. 12.]

Master to specify on demand voyage on which ship is bound.

338. If the master of any ship evades, or attempts to evade, the payment of any coast-light dues, expenses or costs payable in respect of the ship under this chapter, he shall be punished with fine which may extend to two hundred rupees. [Act IX of 1879, s. 13.]

Penalty for evading payment of dues, &c.

The Indian Merchant Shipping Bill, 1892.

(Part VIII.—Chapter XXXV.—Coast-light Dues.—Sections 339-340. Part IX.—Chapter XXXVI.—Miscellaneous.—Sections 341-346.)

[Act IX of 1879, s. 14.]

Magistrate to decide disputes.

339. (1) If any dispute arises as to whether any ship is chargeable with any coast-light dues, expenses or costs under this chapter, or as to the amount of such dues, expenses or costs, such dispute shall, upon application made in that behalf by either of the disputing parties, be heard and determined in the towns of Calcutta, Madras and Bombay by a Presidency Magistrate, and elsewhere by any Magistrate exercising at the place where the dispute arises powers not less than those of a Magistrate of the second class.

(2) All decisions under this section shall be final.

Statement of Receipts and Expenditure.

[Act IX of 1879, s. 16.] Cf. 1855, s. 8; 1862, s. 47.

Statement of receipts and expenditure to be published.

340. The Governor General in Council shall publish annually in the Gazette of India, *as soon after the first day of April as may be*, a statement showing the amount received on account of coast-light dues during the year ending on the thirty-first day of March last preceding, and the amount expended during the same period on the establishment and maintenance of coast-lights in the eastern part of the Bay of Bengal.

PART IX.

CHAPTER XXXVI.

MISCELLANEOUS.

[Act VII of 1880, s. 50; Act V of 1883, s 6 (4) (added by Act VI of 1891, s. 9), s. 14; Act VII of 1884, ss. 9 (3), 37 (3)-]. Cf. 1876, ss. 12 (5) and 35, para. 3. XLV of 1860.

Certain persons to be deemed "public servants."

341. (1) The following persons shall be deemed to be public servants within the meaning of the Indian Penal Code, namely:

(a) every surveyor appointed under section 189,

(b) every judge, assessor, officer or surveyor *acting* under Chapter XXIV,

(c) every person appointed under section 259, sub-section (1), to report information as to casualties,

(d) every officer authorised under section 267, sub-section (1), to enter a ship, and all persons whom he calls to his aid, and

(e) every person making an investigation under section 271.

[Act I of 1859, s. 3; Act VII of 1880, s. 11, s. 39 (am. by Act XVII of 1891, s. 4,) s. 54, s. 81; Act VII of 1884, s. 9 (2).] Cf. 1888, s. 5.

Suspension and removal of officers.

342. Any officer or surveyor appointed under this Act may be suspended or removed by the authority which appointed him.

[Act VII of 1880, s. 23, s. 40 (am. by Act XVII of 1891, s. 4,), s. 67, s. 78; Act VII of 1884, s. 48; Act X of 1887, s. 53 (2), (4); and see Act I of 1887, s. 6.]

Provisions with respect to rules.

343. (1) The power to make rules under *the foregoing provisions of this Act* is subject (except in the case of rules made under *section 30 or* section 268) to the condition of the rules being made after previous publication in such manner as the Governor General in Council may direct.

(2) A rule made by a Local Government under *the foregoing provisions of this Act* shall not take effect until it has been sanctioned by the Governor General in Council and published in the local official Gazette.

(3) A rule made by the Governor General in Council under *the foregoing provisions of this Act* shall not take effect until has been published in the Gazette of India.

(4) The publication in the Gazette of a rule purporting to be made under *the foregoing provisions of this Act* shall be conclusive proof that the rule has been duly made and sanctioned.

(5) Any rule under *the foregoing provisions of this Act* may be cancelled or varied by the authority by whom it was made.

[Act I of 1859, s. 11, first paragraph; VII of 1880, s. 38; Act X of 1887, ss. 5, 46 (1).]

Jurisdiction of Magistrates in respect of offences.

344. (1) No Magistrate shall try any offence against *the foregoing provisions of this Act or any rule thereunder* unless he is a Presidency Magistrate or a Magistrate whose powers are not less than those of a Magistrate of the *first* class.

X of 1882.

(2) Any offence against the foregoing provisions of this Act which is triable in a summary way may be so tried by a Magistrate of the first class although he has not been specially empowered by the Local Government under section 260 of the Code of Criminal Procedure, 1882.

[Act VII 1880, s. 84; Act VII 1884, s. ; Act X 1887, s. 47; Bill of 1892; Bill of 1898.] Cf. 1854, s. 520.

Place of trial of offences.

345. Any person committing an offence against *the foregoing provisions of this Act or any rule thereunder* shall be triable for the offence in any place in which he may be or which the Local Government may, by notification in the official Gazette, direct in this behalf, or in any other place in which he might be tried under any other law for the time being in force.

[Act I 1859, s. 11; Act V of 1887, s. 16; Act of 1887, s.; Bill of 1889, s. 289; of 1882, 145, 154.] Cf. 1854, 270.

Deposition of absent witness.

346. (1) Whenever, in the course of any legal proceeding *under the foregoing provisions of this Act* instituted at any place in British India before any *Court* or Magistrate or before any person authorised by law or by consent of parties to receive evidence, the testimony of any witness is required in relation to the subject-matter,

and the defendant or the person accused, as the case may be, after being allowed a reasonable opportunity for so doing, does not produce the witness before the Court or Magistrate,

any deposition previously made by the witness in relation to the same subject-matter before any *Court*, Justice or Magistrate in Her Majesty's dominions (including all parts of *British* India other than those subject to the same Local Government as the place where the proceeding is instituted), or before any British consular officer elsewhere, shall be admissible in evidence—

(a) if the deposition is authenticated by the signature of the presiding officer of the Court, or of the Justice, Magistrate or Consular officer before whom it was made, and

(b) if *the defendant or* the person accused had an apportunity, *by himself or his agent*, of cross-examining the witness, and

(c) if the proceeding be criminal, on proof that the deposition was made in the presence of the person accused:

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(Part IX.—Chapter XXXVI.—Miscellaneous.—Sections 347-349. Part X.—Inland Steam-ships.—Chapter XXXVII.—Preliminary.—Sections 350-353.)

Provided that, when such cross-examination has taken place, it shall be recorded as part of the deposition.

(2) It shall not be necessary in any case to prove the signature or official character of the person appearing to have signed any such deposition; and a certificate by such person that *the defendant or* the person accused had an opportunity of cross-examining the witness, and that the deposition, if made in a criminal proceeding, was made in the presence of the person accused, shall, unless the contrary be proved, be sufficient evidence that he had that opportunity and that it was so made.

[Act I of 1859, ss. 44, 56; Act I of 1867, ss. 155, 168; Bill of 1882, ss. 55, 68.]

Levy of wages, &c., by distress of moveable property.

347. When an order for the payment of any wages *or other money* is made by a Superintendent of a Mercantile Marine Office under section 87 or by a Magistrate under section 89, and the money is not paid at the time *or* in the manner directed, the sum mentioned in the order, with such further sum as may be thereby awarded for costs, shall be levied by distress and sale of the moveable property of the person directed to pay the same, under a warrant to be issued for that purpose by *a* Magistrate.

[Act I of 1859, s. 113; Act I of 1884, s. 40; Act X of 1887, s. 46; Bill of 1867, s. 291; Bill of 1882, s. 55.] 1854, s.

Levy of wages, fines, &c., by distress of ship.

348. Where any Court or Magistrate has power to make an order *under the foregoing provisions of this Act* directing payment to be made of any seaman's wages, fine, or other sum of money, then, if the person so directed to pay the same is the master or owner of a ship, and the same is not paid at the time *or* in the manner directed by the order,

the Court or Magistrate may, in addition to any other power it or he may have for the purpose of compelling payment, by warrant direct the amount remaining unpaid to be levied by distress and sale of the ship, and the tackle, apparel and furniture thereof.

[Act X of 1867, s. 49; Bill of 1867, s. 264.]

Application of fines.

349. A Magistrate imposing a fine under *the foregoing provisions of this Act* may, if he thinks fit, direct the whole or any part thereof to be applied in compensating any person for any detriment which he may have sustained by the act or default in respect of which the fine is imposed, or in or towards payment of the expenses of the prosecution.

PART X.

Inland Steam-ships.

CHAPTER XXXVII.

PRELIMINARY.

[Act VI of 1884, s. 1.]

Extent.

350. (1) This Part extends in the first instance to the whole of British India (inclusive of Upper Burma, except the Shan States), other than the territories administered by the Governor of Fort St. George in Council.

(2) But the Governor of Fort St. George in Council may at any time, by notification in the official Gazette, extend this Part or any portion thereof to the whole or any part of the territories under his administration.

[Act VI of 1884, s. 2.]

Commencement.

351. (1) This Part shall come into force in the whole of British India, except the territories administered by the Governor of Fort St. George in Council, on the *first day of April, 1893.*

(2) If the Governor of Fort St. George in Council extends this Part or any portion thereof to the whole or any part of the territories under his administration, the same shall come into force in the local area to which it is so extended on such day as the Governor in Council may, by the notification extending the Part or portion, direct.

[Act VI of 1884, s. 5 (am. by Act III of 1890, s. 1).]

Definitions.

352. In this Part, unless there is something repugnant in the subject or context,—

(1) "steam-ship" means every description of vessel propelled wholly or in part by the agency of steam;

(2) "inland steam-ship" means a steam-ship which ordinarily plies on inland water;

(3) "inland water" means any canal, river, lake or navigable water in British India;

(4) *"Board of Trade certificate" means a certificate, either of competency or service, as master or engineer, as the case may be, granted by the Board of Trade under the Merchant Shipping Act, 1854, as amended by subsequent Acts:* 17 & 18 Vict., c. 104, &c.

(5) *"Colonial certificate" means a certificate of competency as master or engineer, as the case may be, granted—*

(*a*) *in British India, under Chapter IV of this Act, or*

(*b*) *in any other British Possession, under the authority of the Legislature of that Possession,*

and which has been declared by Order in Council under the Merchant Shipping (Colonial) Act, 1869, to be of the same force as if it had been granted under the Merchant Shipping Act, 1854, and the Acts amending the same; 32 & 33 Vict., c. 11.

(6) *"local certificate" means—*

(*i*) *a certificate, either of competency or service, as master, or*

(*ii*) *a certificate of competency as engineer or engine-driver, as the case may be,*

granted by a Local Government under Chapter IV of this Act, and which has not been declared as aforesaid;

(7) *"inland certificate" means a certificate, either of competency or service, as master, serang, engineer or engine-driver, as the case may be, granted by a Local Government under Chapter XXXVIII of this Act;*

(8) "voyage" includes also the plying of an inland steam-ship at or about any place;

(9) "passenger" includes any person carried in an inland steam-ship, other than the master and crew and the owner, his family and servants; and

(10) "prescribed" means prescribed by a rule made under this Part.

[Act VI of 1884, s. 65.]

Power to define tidal water.

353. The Local Government may, by notification in the official Gazette, define how much of any tidal water shall be deemed to be an inland water for the purposes of this Part.

The Indian Merchant Shipping Bill, 1892.
(Part X.—Inland Steam-ships.—Chapter XXXVII.—Preliminary.—Sections 354-356. Chapter XXXVIII.—Examination of, and Grant of Inland Certificates to, Masters, Serangs, Engineers and Engine drivers.—Sections 357-362.)

Cf. 1889, s. 5.

Application of Part to ships propelled by electricity, &c.

354. *This Part shall apply to ships propelled by electricity or other mechanical power, with such modifications as the Governor General in Council may, by notification in the Gazette of India, direct for purposes of adaptation.*

[Act VI of 1884, s. 67.]

Exemption of Government ships.

355. Nothing in this Part shall apply to any steam-ship belonging to, or in the service of, Her Majesty or the Government of India.

[Act VI of 1884, s. 64.]

Power to exempt certain ships from Chapters XXXVIII, XXXIX and XLI.

356. The Local Government, with the previous sanction of the Governor General in Council, may, by notification in the local official Gazette, declare that all or any of the provisions of Chapters XXXVIII, XXXIX and XLI shall not apply in the case of any specified class of inland steam-ships, or shall apply to them with such modifications as the Local Government may *direct.*

CHAPTER XXXVIII.

EXAMINATION OF, AND GRANT OF *INLAND* CERTIFICATES TO, MASTERS, SERANGS, ENGINEERS AND ENGINE-DRIVERS.

[Act VI of 1884, s. 22 (am. by Act XIII of 1891, s. 1).] Cf. 1862, s. 6.

Appointment of examiners.

357. The Local Government may appoint persons for the purpose of examining the qualifications of persons desirous of obtaining—

(*a*) *inland* certificates of competency as masters, or serangs of inland steam-ships, or

(*b*) *inland* certificates of competency as engineers or engine-drivers of inland steam-ships.

[Act VI of 1884, ss. 23 (1), 24 (1), 25 (am. by Act XIII of 1891, s. 1).] Cf. 1854, s. 134; 1862, s. 8.

Grant of inland certificates of competency as master, serang, engineer or engine-driver.

358. The Local Government shall grant—

(*a*) to every person who is reported by the examiners to possess the necessary qualifications *and to have given satisfactory evidence of his sobriety, experience, ability and general good conduct on boardship an inland* certificate of competency to the effect that he is competent to act as a first-class master, second-class master or serang, as the case may be, of an inland steam-ship, and

(*b*) to every person who is reported by the examiners to possess the necessary qualifications *and to have given satisfatory evidence of his sobriety, experience and ability an inland* certificate of competency to the effect that he is competent to act as an engineer, first-class engine-driver or second-class engine-driver, as the case may be, of an inland steam-ship:

Provided that the Local Government may, in any case in which it has reason to believe that the report has been unduly made, require, before granting a certificate, a re-examination of the applicant or a further inquiry into his testimonials and character.

[Act VI of 1884, s. 25A (am. by Act XIII of 1891, s. 1).] Cf. 1854, s. 135; 1862 (s. 92).

Grant of inland certificates of service.

359. (*1*) The Local Government may in its discretion grant without examination to any person who has served as a master, or as an engineer, of an inland steam-ship before the first day of April, 1890, *an inland* certificate of service to the effect that he may act as a first-class master, second-class master or serang, or as an engineer, first-class engine-driver or second-class engine-driver, as the case may be, of an inland steam-ship.

(*2*) A certificate of service so granted shall have the same effect as a certificate of competency granted under section 9.

[Act VI of 1884, ss. 24 (2), 24 (3), (am. by Act XIII of 1891, s. 1).] Cf. 1854, s. 138; 1862, s. 10.

Certificates to be in prescribed form and to be made in duplicate.

360. Every certificate of competency or service granted under this chapter shall be in the prescribed form, *and* shall be made in duplicate, and one copy shall be delivered to the person entitled to the certificate, and the other shall be kept *by the Local Government* and recorded in the prescribed manner.

[Act VI of 1884 s. 27 (am. by Act XIII of 1891, s. 1).] Cf. 1854, s. 139; 1862, s. 10.

Copy of certificate to be granted in certain cases.

361. Whenever a master or serang, or an engineer or engine-driver, proves, to the satisfaction of the Local Government which granted his certificate, that he has, without fault on his part, lost or been deprived of it, a copy of the certificate to which, by the record kept as provided by law, he appears to be entitled shall be granted to him, and shall have all the effect of the original.

[Act VI of 1884, s. 29 (am. by Act XIII of 1891, s. 1).] Cf. 1854, ss. 131 to 133; 1862, ss. 6, 7, 10 (and 1854, s. 138); 1887, s. 2.

Power to make rules as to grant of inland certificates of competency or service.

362. The *Governor General in Council* may make rules to regulate the granting of *inland* certificates of competency under this chapter, and may by such rules—

(*a*) provide for the conduct of the examination of persons desirous of obtaining *inland* certificates of competency as masters or serangs, or as engineers or engine-drivers;

(*b*) prescribe the qualifications to be respectively required of persons desirous of obtaining first-class masters' certificates, second class masters' certificates, serangs' certificates, engineers' certificates, first-class engine-drivers' certificates or second-class engine-drivers' certificates;

(*c*) fix the fees to be paid by all applicants for examination; and

(*d*) prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.

(*2*) The *Governor General in Council* may also make rules with respect to the grant of *inland* certificates of service under this chapter, and may by such rules—

(*e*) **fix the fees to be paid for such certificates, and**

(*f*) **prescribe the form in which such certificates are to be framed, and the manner in which the copy of the certificate which is kept by the Local Government is to be recorded.**

The Indian Merchant Shipping Bill, 1892.
(Part X.—Inland Steam-ships.—Chapter XXXIX.—Inland Steam-ships required to carry certificated Officers.—Sections 363-365. Chapter XL.—Suspension and Cancellation of Certificates of Masters, Serangs, Engineers and Engine-drivers, and Grant of New Certificates.—Section 366.)

CHAPTER XXXIX.

INLAND STEAM-SHIPS REQUIRED TO CARRY CERTIFICATED OFFICERS.

Meaning of "higher grade."

363. *(1) For the purposes of this chapter,—*

(a) each of the following certificates shall be deemed to be of a higher grade than those mentioned after it—

(i) Board of Trade, Colonial or local certificate as master,

(ii) inland certificate as first-class master,

(iii) inland certificate as second-class master,

(iv) inland certificate as serang; and

(b) each of the following certificates shall be deemed to be of a higher grade than those mentioned after it—

(i) Board of Trade, Colonial or local certificate as engineer;

(ii) inland certificate as engineer;

(iii) local certificate as engine-driver;

(iv) inland certificate as first-class engine-driver;

(v) inland certificate as second-class engine-driver.

Nature of certificates necessary in case of different inland steam-ships.

[Act VI of 1884, s. 28 (am. by Act XIII of 1891, s. 1).] Cf. 1854, s. 136; 1862, s. 5 (1), (4).

364. (1) An inland steam-ship having engines of eighty nominal horse-power or upwards shall not proceed on any voyage unless she has,—

(a) as her master, a person possessing *an inland* certificate as first-class master or a certificate *of the higher grade*, and

(b) as her engineer, a person possessing *an inland* certificate as engineer or a certificate *of the higher grade.*

(2) An inland steam-ship having engines of thirty nominal horse-power or upwards, but of less than eighty nominal horse-power, shall not proceed on any voyage unless she has,—

(a) as her master, a person possessing *an inland* certificate as second-class master or a certificate of *a higher grade*, and

(b) as her engineer, a person possessing *an inland* certificate as first-class engine-driver or a certificate *of a higher grade:*

Provided that an inland steam-ship shall be deemed to have complied with this sub-section if she has as her master and engineer a person possessing both *an inland* certificate as second-class master (or a certificate *of a higher grade*) and *an inland* certificate as first-class engine-driver (or a certificate *of a higher grade*).

(3) An inland steam-ship having engines of less than thirty nominal horse-power shall not proceed on any voyage unless she has,—

(a) as her master, a person possessing *an inland* certificate as serang or a certificate *of a higher grade*, and

(b) as her engineer, a person possessing *an inland* certificate as second-class engine-driver or a certificate *of a higher grade:*

Provided that an inland steam-ship shall be deemed to have complied with this sub-section if she has as her master and engineer a person possessing both *an inland* certificate as serang (or a certificate *of a higher grade*) and *an inland* certificate as second-class engine-driver (or a certificate *of a higher grade*).

(4) Notwithstanding anything in sub-section (1), sub-section (2) or sub-section (3), the Local Government may, by general or special order, direct that a person possessing—

(a) a *Board of Trade, Colonial or local certificate as* master, or

(b) a *Board of Trade, Colonial or local certificate as* engineer,

shall not act as master or engineer, as the case may be, of an inland steam-ship unless he also possesses, in the case of a master, such *an inland* certificate as master or serang as qualifies him under this section to act as master of the ship, or, in the case of an engineer, such *an inland* certificate as engineer or engine-driver as qualifies him under this section to act as engineer of the ship:

Provided that, for the purposes of this sub-section, the Local Government may, in its discretion, grant, without examination, *an inland* certificate of competency as master, serang, engineer or engine-driver, and that a certificate of competency so granted without examination shall have the same effect as a certificate of competency granted under *section 358* after examination.

Penalty for serving, or engaging a person to serve, as master, engineer or engine-driver without a certificate.

[Act VI of 1884, s. 55.] Cf. 1854, s. 136; 1862, s. 5 (5).

365. (a) If any person who has been engaged to serve as master, *serang*, engineer or engine-driver of an inland steam-ship proceeds on any voyage in that steam-ship as master, *serang*, engineer or engine-driver, as the case may be, without being at the time entitled to, and possessed of, the certificate required *by section 364*, and

(b) if any person employs any person as a master, *serang*, engineer or engine-driver of an inland steam-ship without ascertaining that he is at the time entitled to, and possessed of, the master's, *serang's*, engineer's or engine-driver's certificate, as the case may be, required *by section 364*,

he shall be punished with fine which may extend to five hundred rupees.

CHAPTER XL.

SUSPENSION AND CANCELLATION OF CERTIFICATES OF MASTERS, SERANGS, ENGINEERS AND ENGINE-DRIVERS, AND GRANT OF NEW CERTIFICATES.

Power for Local Government to suspend or cancel inland certificates.

[Act VI of 1884, s. 43 (am. by Act XIII of 1891, s. 2).] Cf. 1854, s. 242; 1862, s. 23, (2), (6).

366. *An inland* certificate granted to a master, *serang*, engineer or engine-driver may be suspended or cancelled, either by the Local Government which granted the same or by any other Local Government, in *any of* the following cases, that is to say:—

(a) if, on any investigation made under *Chapter XLIII*, the Court reports that the wreck or abandonment of, or loss or damage to, any inland steam-ship, or loss of life, has been caused by his wrongful act or default, or that he is

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(Part X.—Inland Steam-ships.—Chapter XL.—Suspension and Cancellation of Certificates of Masters, Serangs, Engineers and Engine-drivers, and Grant of New Certificates.—Sections 367-369. Chapter XLI.—Survey of Inland Steam-ships.—Sections 370-374.)

incompetent, or has been guilty of any gross act of drunkenness, tyranny or other misconduct;

(*b*) if he is proved to have been convicted of any non-bailable offence;

(*c*) if, in the case of a second-class master, a serang, or an engine-driver, the master, serang, or engine-driver is or has become, in the opinion of the Local Government, unfit to act as a second-class master, serang or engine-driver, as the case may be:

Provided that, in any case in which an investigation has been made into a charge against any master, *serang*, engineer or engine-driver, a certificate shall not be suspended or cancelled under clause (*a*) of this section unless the Local Government is satisfied that the holder of the certificate has been furnished before the commencement of the investigation with the copy of the report or statement required by section 393 or section 394, as the case may be.

[Act VI of 1884, ss. 44, 57.] Cf. 1854, s. 242; 1862, s. 24.

Obligation to deliver up certificate on suspension or cancellation.

367. Every master, *serang*, engineer or engine-driver whose certificate has been suspended or cancelled under section 366 shall deliver the certificate to such person as the Local Government which suspended or cancelled it may direct, and in default of so doing shall be punished with fine which may extend to five hundred rupees.

[Act VI of 1884, s. 45.]

Report to other Local Governments.

368. If the Local Government which suspends or cancels a certificate under section 366 is not the Local Government which granted the certificate, the Local Government so suspending or cancelling the certificate shall report the proceedings, and the fact of suspension or cancellation, to the Local Government which granted the certificate.

[Act VI of 1884, s. 46.] Cf. 1854, s. 242; 1862, s. 23 (4).

Power to revoke suspension or cancellation and to grant new inland certificate.

369. (*1*) Any Local Government may, at any time, revoke any order of suspension or cancellation which it may have made under section 366, or grant, without examination, to any person whose certificate it has so cancelled, a new *inland* certificate *of the same or of any lower grade.*

(*2*) A certificate so granted shall have the same effect as if it had been granted after examination.

[Bill of 1867, ss. 235-250.]

CHAPTER XLI.

SURVEY OF INLAND STEAM-SHIPS.

[Act VI of 1884, ss. 6, 52.] Cf. 1854, ss. 313, 318.

Inland steam-ship not to proceed on voyage without a certificate of survey.

370. (*1*) An inland steam-ship shall not proceed on any voyage unless she has a certificate of survey under this chapter in force and applicable to the voyage on which she is about to proceed, or the service on which she is about to be employed.

(*2*) If any inland steam-ship proceeds on a voyage in contravention of sub-section (*1*), the owner and master of the steam-ship shall each be *punished with* fine which may extend to one thousand rupees.

(*3*) If the master or any other officer on board of an inland steam-ship which proceeds on a voyage in contravention of sub-section (*1*) is a licensed pilot, he shall be liable to have his license as a pilot suspended for any period, or cancelled, by the Local Government, as the Local Government may see fit to order.

(*4*) Nothing in this section shall apply to any inland steam-ship proceeding on a voyage during the interval between the time at which her certificate under this chapter expires and the time at which it is first practicable to have the certificate renewed.

[Act VI of 1884, s. 7 (*1*), (*2*).] Cf. 1854, s. 305.

Appointment of surveyors and places of survey.

371. (*1*) The Local Government may appoint so many persons as it may think fit to be surveyors for the purposes of this chapter at such places within the territories under its administration as it may appoint to be places of survey.

(*2*) Every surveyor appointed under this section may be suspended or removed by the Local Government which appointed him.

[Act VI of 1884, s. 8.] Cf. 1854, ss. 306, 321.

Powers of surveyors.

372. (*1*) For the purposes of a survey under this chapter, any surveyor appointed under this chapter may, at any reasonable time, go on board any inland steam-ship, and may inspect the same or any part thereof, or the machinery, equipments or articles on board thereof:

Provided that he does not unnecessarily hinder the loading or unloading of the steam-ship, or unnecessarily detain or delay her from proceeding on any voyage.

(*2*) The owner, master and officers of the steam-ship shall afford to the surveyor all reasonable facilities for a survey, and all such information respecting the steam-ship, and her machinery and equipments, or any part thereof, respectively, as he may reasonably require.

[Act VI of 1884, s. 8A (inserted by Act III of 1890, s. 2).] Cf. 1854, ss. 307, 314; 1872, s. 8.

Fees in respect of surveys.

373. Before a survey under this chapter is commenced, the owner or master of the steam-ship to be surveyed shall pay to such officer as the Local Government may appoint in this behalf—

(*a*) a fee calculated on the tonnage of the steam-ship according to the rates in Schedule IX, or according to any other prescribed rates; and

(*b*) when the survey is to be made in any place of survey other than Calcutta, Madras, Bombay or Rangoon, such additional fee in respect of the expense (if any) of the journey of the surveyor to the place as the Local Government may, by notification in the official Gazette, direct.

[Act VI of 1884, s. 9.] Cf. 1854, s. 309; 1862, s. 12.

Declaration of surveyor.

374. When a survey under this chapter is completed, the surveyor making it shall forthwith, if satisfied that he can with propriety do so, give to the owner or master of the steam-ship surveyed a declaration in the prescribed form containing the following particulars, namely:—

(*a*) that the hull and machinery of the steam-ship are sufficient for the service intended and in good condition;

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(*b*) that the equipments of the steam-ship and the certificates of the master *or serang* and engineer or engine-driver are such and in such condition as are required by any law for the time being in force and applicable to the steam-ship;

(*c*) the time (if less than one year) for which the hull, machinery and equipments of the steam-ship will be sufficient;

(*d*) the limit (if any) beyond which, as regards the hull, machinery or equipments, the steam-ship is, in the surveyor's judgment, not fit to ply;

(*e*) the number of passengers (if any) which the steam-ship is, in the judgment of the surveyor, fit to carry, distinguishing, if necessary, between the respective numbers to be carried on the deck and in the cabins and in different parts of the deck and cabins; the number to be subject to such conditions and variations, according to the time of year, the nature of the voyage, the cargo carried, or other circumstances, as the case may require; and

(*f*) any other prescribed particulars.

[Act VI of 1884, s. 10 (rep. in part by Act III of 1890, s. 3.) Cf. 1854, s. 310.]

Sending of declaration by owner or master to Local Government.

375. (*1*) The owner or master to whom a declaration is given under section 374 shall, within fourteen days after the date of the receipt thereof, send the declaration to such officer as the Local Government may appoint in this behalf.

(*2*) If he fails to do so, he shall forfeit a sum not exceeding five rupees for every day during which the sending of the declaration is delayed.

(*3*) The owner or master shall pay the sum so forfeited on the delivery of the certificate of survey.

[Act VI of 1884, s. 11 (am. by Act III of 1890, s. 4). Cf. 1854, ss. 312, 313.]

Grant of certificate of survey.

376. (*1*) Upon receipt of a declaration by the officer appointed in this behalf under section 375, the Local Government shall, if satisfied that the provisions of this chapter have been complied with, cause a certificate in duplicate to be prepared and delivered, through such officer at the place at which the steam-ship was surveyed as the Local Government may appoint in this behalf, to the owner or master of the steam ship surveyed, on his applying and paying the *sum* (if any) mentioned in *section 375, sub-section (3),* as payable on delivery of a certificate.

(*2*) A certificate granted under this section shall be in *the prescribed* form; shall contain a statement to the effect that the provisions of this chapter with respect to the survey of the steam-ship and the transmission of the declaration in respect thereof have been complied with; and shall set forth—

(*a*) the particulars concerning the steam-ship which clauses (*c*), (*d*) and (*e*) of section 374 require the declaration by the surveyor to contain, and

(*b*) any other prescribed particulars.

(*3*) When a certificate is ready for delivery under this section, the Local Government shall cause notice thereof to be given by post or otherwise to the owner or master of the steam-ship to which the certificate relates.

(*4*) The Local Government may delegate,—

(*c*) with the previous sanction of the Governor General in Council, to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (*1*), of granting a certificate of survey under that sub-section;

(*d*) of its own authority, to any person, by name or as holding an office, the function, assigned to the Local Government by sub-section (*3*), of causing notice to be given of a certificate of survey being ready for delivery:

Provided, with respect to clause (*c*) of this sub-section, that no delegation of the function mentioned in that clause shall be construed to authorise the grant of a certificate of survey by the surveyor who gave the declaration of survey under section 374.

[Act VI of 1884, ss. 13, 53.] Cf. 1854, s. 317.

Certificate of survey to be affixed on conspicuous part of steam-ship.

377. (*1*) The owner or master of every steam-ship for which a certificate of survey has been granted under this chapter shall forthwith, on the receipt of the certificate, cause one of the duplicates thereof to be affixed, and kept affixed so long as the certificate remains in force and the steam-ship is in use, on some conspicuous part of the steam-ship where it may be easily read by all persons on board thereof.

(*2*) If the certificate is not so kept affixed, the owner and master of the steam-ship shall each be *punished with* fine which may extend to one hundred rupees.

[Act VI of 1884, s. 14.] Cf. 1854, s. 315; 1862, s. 34.

Term of certificate of survey.

378. A certificate of survey granted under this chapter shall not be in force—

(*a*) after the expiration of one year from the date thereof; or

(*b*) after the expiration of the period, if less than one year, for which the hull, boilers, engines or any of the equipments have been stated in the certificate to be sufficient; or

(*c*) after notice has been given by the Local Government, to the owner or master of the steam-ship to which the certificate relates, that the Local Government has suspended or cancelled it.

[Act VI of 1884, s. 15.] Cf. 1854, s. 316.

Suspension or cancellation of certificate of survey by Local Government.

379. Any certificate of survey granted under this chapter may be suspended or cancelled by a Local Government if it has reason to believe—

(*a*) that the declaration by the surveyor of the sufficiency and good condition of the hull, boilers, engines or any of the equipments of the steam-ship has been fraudulently or erroneously made; or

(*b*) that the certificate has otherwise been granted upon false or erroneous information; or

(*c*) that, since the making of the declaration, the hull, boilers, engines or any of the equipments of the steam-ship have

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sustained any injury, or have otherwise become insufficient.

[Act VI of 1884, ss. 16, 54.] Cf. 1854, s. 315.

Power to require delivery of expired, suspended or cancelled certificate of survey.

380. (1) The Local Government may require any certificate of survey granted under this chapter which has expired or has been suspended or cancelled to be delivered up to such person as it may direct.

(2) If the owner or master of an inland steam-ship, without reasonable cause, neglects or refuses to deliver up a certificate when required under sub-section (1) so to do, he shall be punished with fine which may extend to one hundred rupees.

[Act VI of 1884, s. 17 (am. by Act III of 1890, s. 6).]

Report of suspension or cancellation of certain certificates.

381. If the Local Government which suspends or cancels a certificate of survey granted under this chapter is not the Local Government which or whose delegate granted the certificate, the Local Government suspending or cancelling the certificate shall report the fact of suspension or cancellation, together with the reasons therefor, to the Local Government which or whose delegate granted the certificate.

[Act VI of 1884, s. 18.] Cf. 1854, s. 309.

Power for Local Government to direct that two surveyors be employed.

382. A survey under this chapter shall ordinarily be made by one surveyor, but two surveyors may be employed if the Local Government, by order in writing, shall so direct, either generally in the case of all steam-ships at any place of survey, or specially in the case of any particular steam-ship or class of steam-ships at any such place.

[Act VI of 1884, s. 19 (am. by Act III of 1890, s. 7).]

Power for Local Government to order a second survey.

383. (1) If the surveyor or surveyors making a survey under this chapter refuses or refuse to give a declaration under section 374 with regard to any steam-ship, or gives or give a declaration with which the owner or master of the steam-ship surveyed is dissatisfied, the Local Government may, on the application of the owner or master and the payment by him of such fee, not exceeding twice the amount of the fee for the previous survey, as the Local Government may require, direct two other surveyors appointed under this chapter to survey the steam-ship.

(2) The surveyors so directed shall forthwith survey the steam-ship, and may, after the survey, either refuse to give a declaration or give such declaration as may under the circumstances seem to them proper; and their decision shall be final.

[Act VI of 1884, s. 20.]

Division of duties when two surveyors employed.

384. When a survey is made under section 382 or section 383 by two surveyors, each of the surveyors making the survey shall perform a prescribed portion of the duties assigned by this chapter or the rules made under this chapter to a surveyor making a survey.

[Act VI of 1884, s. 21 (am. by Act III of 1890, s. 8).] Cf. 1854, ss. 307, 309, 311, 314; 1862, s. 24; 1872, [illegible] first [illegible] s. 13.

Power to make rules.

385. (1) The Local Government may make rules to regulate the making of surveys under this chapter.

(2) Rules under this section may, among other matters,—

(a) declare the times and places at which, and the manner in which, surveys are to be made;

(b) regulate the duties of the surveyor making a survey, and, where two surveyors are employed, assign the respective duties of each of the surveyors employed;

(c) declare the form in which the declarations of surveyors and certificates of survey under this chapter are to be framed, and the nature of the particulars which are to be stated therein, respectively;

(d) fix the rates according to which the fees payable in respect of surveys are to be calculated in the case of all or any of the places of survey within the territories under its administration; and

(e) define the cases in, and the extent to, which under ordinary circumstances a survey may be dispensed with before the grant of a new certificate.

CHAPTER XLII.

PROTECTION OF INLAND STEAM-SHIPS FROM DANGER BY FIRE.

Power to declare dangerous goods.

386. The Governor General in Council may, by notification in the Gazette of India, declare what shall be deemed to be, for the purposes of this chapter, dangerous goods. [Act VI of 1884, s. 47.] Cf. 1873, s. 23.

Carriage of dangerous goods.

387. (1) No person shall take with him on board an inland steam-ship, or deliver or tender for carriage on an inland steam-ship, any dangerous goods without giving notice of their nature to the owner or master of the steam-ship, or, in the case of goods delivered or tendered for carriage, without distinctly marking their nature on the outside of the package containing the goods. [Act VI of 1884, ss. 48, 58; Bill of 1867, s. 254.] Cf. 1873, ss. 23, 25, 27.

(2) If any person, in contravention of sub-section (1), takes with him on board any inland steam-ship any dangerous goods, or delivers or tenders any such goods for the purpose of being carried on any inland steam-ship, he shall be punished with fine which may extend to two hundred rupees, and the goods shall be forfeited to Her Majesty.

(3) The owner or master of *any* inland steam-ship may refuse to carry *thereon* any luggage or parcel which he suspects to contain dangerous goods, and may require the luggage or parcel to be opened to ascertain the fact previously to carrying the same; and, in case any such luggage or parcel is received for the purpose of being carried in any inland steam-ship, the owner or master of the steam-ship may stop the transit thereof until he is satisfied as to the nature of its contents.

Power to throw overboard dangerous goods.

388. Where any dangerous goods have been sent or brought on board any inland steam-ship in contravention of section 387, the owner or master of the steam-ship may, if he thinks fit, cause the goods [Act VI of 1884, s. 49.] Cf. 1873, s. 26.

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to be thrown overboard, together with any package or receptacle in which they are contained; and neither the owner nor the master shall, in respect of his having so thrown the goods overboard, be subject to any liability, civil or criminal, in any Court.

[Act VI of 1884, s. 50.]

Power to make rules for protection of inland steam-ships from danger by explosion or fire.

389. (*1*) The Local Government may make rules for the protection of inland steam-ships from danger by explosion or fire.

(*2*) Rules under this section may provide for the following among other matters, that is to say:—

(*a*) the conditions on, and subject to, which dangerous goods may be carried on board inland steam-ships;

(*b*) the precautions to be taken to prevent explosions or fires on board inland steam-ships; and

(*c*) the apparatus for the purpose of extinguishing fires which is to be kept on board inland steam-ships.

(*3*) Rules under this section may contain a provision that any person committing a breach of any such rule shall be punished with imprisonment for a term which may extend to six months, or with fine which may extend to five hundred rupees, or with both.

CHAPTER XLIII.

INVESTIGATIONS INTO CASUALTIES AND CHARGES AGAINST MASTERS, *SERANGS*, ENGINEERS AND *ENGINE-DRIVERS*.

[Act VI of 1884, s. 30; ib., s. 56 (am. by Act XII of 1891.)] Cf. 1854, ss. 326, 432.

Report of casualties to be made to Local Government.

390. (*1*) Whenever—

(*a*) any inland steam-ship has been wrecked, abandoned or materially damaged, or

(*b*) by reason of any casualty happening to, or on board of, any inland steam-ship, loss of life has ensued, or

(*c*) any inland steam-ship has caused loss or material damage to any other ship,

the master *or serang* of the steam-ship shall forthwith give notice of the wreck, abandonment, damage, casualty or loss to the officer in charge of the nearest police-station.

(*2*) If any master *or serang* wilfully fails to give such notice, he shall be punished with fine which may extend to five hundred rupees.

[Act VI of 1884, s. 31.] Cf. 1854, s. 432; 1876, s. 29.

Power for Local Government to appoint special Court of Investigation.

391. (*1*) If in any case a formal investigation into the facts referred to in section 390 appears to the Local Government to be requisite or expedient, the Local Government may appoint a special Court, consisting of not less than two nor more than four persons, and direct the Court to make the investigation, and may fix the place for making the same.

(*2*) One of the members of the Court shall be a Magistrate; another shall be some person conversant with maritime affairs or the navigation of inland steam-ships; and the other or others (if any) shall be conversant with either maritime or mercantile affairs or the navigation of inland steam-ships.

[Act VI of 1884, s. 32.]

Power for Criminal Courts to hold investigations into casualties when so directed.

392. Any principal Court of ordinary criminal jurisdiction, *or* the Court of any District Magistrate, may, when so directed by the Local Government, make the investigation referred to in section 391.

[Act VI of 1884, s. 33.] Cf. 1854, s. 241.

Power for Court of Investigation to inquire into charges against masters, serangs, engineers and engine-drivers.

393. (*1*) Any Court making an investigation referred to in section 391 may inquire into any charge of incompetency or misconduct arising in the course of the investigation against any master, *serang*, engineer or engine-driver, as well as into any charge of a wrongful act or default on his part causing any wreck, abandonment, damage, casualty or loss referred to in section 390.

(*2*) In every case in which any such charge, whether of incompetency or misconduct, or of a wrongful act or default as aforesaid, arises against any master, *serang*, engineer or engine-driver in the course of an investigation, the Court shall, before the commencement of the inquiry into the charge, cause to be furnished to him a copy of the report or statement of the case upon which the investigation has been directed.

[Act VI of 1884, s. 34.] Cf. 1854, s. 241; 1862, s. 11.

Power for Local Government to direct independent investigation into charge of incompetency or misconduct.

394. (*1*) If the Local Government has reason to believe that there are grounds for charging any master, *serang*, engineer or engine-driver of an inland steam-ship with incompetency or misconduct, otherwise than in the course of an investigation referred to in section 391, it may send a statement of the case to—

(*a*) any Court mentioned in section 392, *or*

(*b*) *the Court of any Presidency Magistrate or Magistrate of the first class,*

at or nearest to the place at which it may be convenient for the parties and witnesses to attend, and may direct the Court to make an investigation into the charge.

(*2*) Before commencing the investigation, the Court shall cause the master, *serang*, engineer or engine-driver so charged to be furnished with a copy of the statement sent by the Local Government.

[Act VI of 1884, s. 35.] Cf. 1854, s. 241; 1876, s. 30, para. 6.

Person accused to be heard.

395. For the purpose of an investigation under *the foregoing provisions of* this chapter into any charge against a master, *serang*, engineer or engine-driver, the Court may summon him to appear, and shall give him full opportunity of making a defence, either in person or otherwise.

[Act VI of 1884, s. 36.] Cf. 1876, s. 30, paras. 1, 2, 3; 1879, s. 3 (2), (3).

Assessors.

396. (*1*) When any investigation *under the foregoing provisions of this chapter* involves, or appears likely to involve, any question as to the suspension or cancellation of the certificate of a master, *serang*, engineer or engine-driver, the Court making the investigation shall constitute as its assessors, for the purposes of the investigation, two persons having experience in the merchant service or in the navigation of inland steam-ships; and in every other investigation *under the said provisions* the Court making it may, if it thinks fit, constitute as its assessor, for the

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purposes of the investigation, any person conversant with maritime affairs or the navigation of inland steam-ships and willing to act as assessor.

(2) Every assessor shall attend during the investigation and deliver his opinion in writing, to be recorded on the proceedings. But the exercise of all powers conferred on the Court by this Act shall rest with the Court.

[Act VI of 1884, s. 37.] Cf. 1854, s. 433; 1876, 29.

Powers of Court as to evidence and regulation of proceedings.

397. For the purposes of any investigation under *the foregoing provisions of* this chapter, the Court making the investigation, so far as relates to compelling the attendance and examination of witnesses and the production of documents and the regulation of the proceedings, shall have—

(*a*) if the Court is a special Court—the same powers as are exercisable by the principal Court of ordinary criminal jurisdiction for the place at which the investigation is made;

(*b*) if the Court is a principal Court of ordinary criminal jurisdiction, or a Court of a District Magistrate, *Presidency Magistrate or Magistrate of the first class*—the same powers as are exercisable respectively by that Court in the exercise of its criminal jurisdiction.

[Act VI of 1884, s. 38.]

Power to arrest witnesses and cause entry and detention of ships.

398. (*1*) If any Court making an investigation under *the foregoing provisions of* this chapter thinks it necessary for obtaining evidence that any person should be arrested, it may issue a warrant for his arrest, and may, for the purpose of effecting the arrest, authorise any officer (subject, nevertheless, to any general or special instructions from the Local Government) to enter any ship.

(2) Any officer so authorised may, for the purpose of enforcing the entry, call to his aid any officers of Police or Customs, or any other persons, and may seize and detain the ship for such time as is reasonably necessary to effect the arrest.

(*3*) No person shall be detained by virtue of this section for more than forty-eight hours.

[Act VI of 1884, s. 39.]

Power to commit for trial and bind over witnesses.

399. (*1*) Whenever, in the course of any investigation *under the foregoing provisions of this chapter*, it appears that any person has committed, within the jurisdiction of any Court in British India, an offence punishable under any law in force in British India, the Court making the investigation may (subject to such rules consistent with this Part as the High Court may, from time to time, make) cause him to be arrested, or commit him or hold him to bail to take his trial before the proper Court; and may bind over any person to give evidence at the trial, and may, for the purposes of this section, exercise all the powers of a Magistrate of the first class or of a Presidency Magistrate.

(2) For the purposes of this section the Recorder of Rangoon shall, *throughout* Lower Burma, be deemed to be the High Court.

Report by Court to Local Government.

400. The Court shall, in the case of every investigation under *the foregoing provisions of* this chapter, transmit to the Local Government a full report of the conclusions at which it has arrived, together with the evidence. [Act VI of 1884, s. 41.] Cf. 1854, ss. 241, 433.

Re-hearing.

401. (*1*) *Where an investigation into a casualty, or into the conduct of a master, serang, engineer or engine-driver, has been held under this chapter, the Local Government may, in any case,* [Cf. 1879, s. 1882 (Colonial Inquiries), s. 6.]

and shall, if new and important evidence which could not be produced at the investigation has been discovered, or if for any other reason there has, in its opinion, been ground for suspecting a miscarriage of justice,

order that the case be re-heard, either generally or as to any part thereof.

(*2*) *Where a re-hearing is ordered on the ground that new and important evidence as aforesaid has been discovered, the case shall be re-heard by the Court by which it was heard in the first instance; and, where a re-hearing is ordered on any other ground, the case shall be re-heard by a principal Court of ordinary criminal jurisdiction.*

(*3*) *The provisions of section 393, section 394, sub-section (2), and sections 395 to 400 (both inclusive) shall apply in the case of every re-hearing ordered under this section.*

Investigations into Explosions on Inland Steam-ships.

Power to investigate causes of explosions on board inland steam-ships.

402. (*1*) Whenever any explosion occurs on board any inland steam-ship, the Local Government may, if it thinks fit, direct that an investigation into the cause of the explosion be made by such person or persons as it may think fit. [Act VI 1884, s. (1), (2).]

(2) The person or persons so directed may enter into and upon the steam-ship, with all necessary workmen and labourers, and remove any portion of the steam-ship or of the machinery thereof, for the purpose of the investigation, and shall report to the Local Government what, in his or their opinion, was the cause of the explosion.

CHAPTER XLIV.

CARRIAGE OF PASSENGERS.

Penalty for having excessive number of passengers on board.

403. If any inland steam-ship has on board thereof, or on or in any part thereof, a number of passengers which is greater than the number of passengers set forth in the certificate of survey as the number which the steam-ship or the part thereof is, in the judgment of the surveyor, fit to carry, the owner and master shall, for every passenger over and above that number, be each *punished with* fine which may extend to ten rupees. [Act VI of 1884, s. 34A (inserted by Act III of 1890, s. 13).] Cf. 1854, s. 319.

Power to make rules to regulate the carriage of passengers.

404. (*1*) The Local Government may make rules to regulate the carriage of passengers in inland steam-ships. [Act VI of 1884, s. 51; Bill of 1867, ss. 251 to 253.] Cf. 1854, ss. 324, 325; 1862, ss. 35 to 37.

The Indian Merchant Shipping Bill, 1892.

(Part X.—Inland Steam-ships.—Chapter XLIV.—Carriage of Passengers.—Section 405. Chapter XLV.—Miscellaneous.—Sections 406-411.)

(2) Rules under this section may provide for the following among other matters, that is to say:—

(a) the cases in which passengers may be refused admission to, or may be required to leave, inland steam-ships;

(b) the payment of fares and the exhibition of tickets or receipts (if any) showing the payment of their fares by passengers in inland steam-ships; and

(c) the regulation generally of the conduct of passengers in inland steam-ships.

(3) Rules under this section may contain a provision that any person committing a breach of any such rule shall be punished with fine which may extend to twenty rupees.

(4) The master *or serang* or any other officer of an inland steam-ship, and any person called by him to his assistance, may arrest any person who has committed a breach of any rule made under this section, and whose name and address are unknown to the master *or serang* or other officer.

X of 1882. (5) The procedure prescribed by section 59 of the Code of Criminal Procedure, 1882, in the case of arrest by private persons shall apply to every arrest under this section.

[Act VI of 1884, s. 51A added by Act III of 1890, s. 12).] Power to make rules for protection of passengers. 405. (1) The Local Government may also make rules for the protection of passengers in inland steam-ships and may by such rules require, among other matters—

(a) that a sufficient quantity of fresh water be provided free of charge in such steam-ships for the use of passengers, and

(b) that the prices of passenger-tickets be printed or otherwise denoted on such tickets.

(2) Rules under this section may contain a provision that any owner, master *or serang* or passenger committing a breach of any such rule shall be punished with fine which may extend to fifty rupees.

CHAPTER XLV.

MISCELLANEOUS.

[Act VI of 1884, s. 59.] Cf. 1854, s. 239. Penalty for misconduct endangering inland steam-ship, life or limb. 406. If any person employed or engaged in any capacity on board an inland steam-ship, by wilful breach of duty, or by neglect of duty, or by reason of drunkenness,—

(a) does any act tending to the immediate wreck, destruction or material damage of the ship, or tending immediately to endanger the life or limb of any person belonging to, or on board, the ship, or

(b) refuses or omits to do any lawful act proper and requisite to be done by him for preserving the ship from immediate wreck, destruction or material damage, or for preserving any person belonging to, or on board of, the ship from immediate danger to life or limb,

he shall be punished with fine which may extend to one thousand rupees, or with imprisonment for a term which may extend to two years, or with both.

Certificated masters of inland steam-ships to be deemed pilots under Ports Act. 407. (1) Every master of an inland steam-ship who possesses *an inland* certificate as master duly granted and then in force shall, in ports to which section 31 of the Indian Ports Act, 1889, has been extended, be deemed, for the purposes of that section, to be the pilot of the steam-ship of which he is in charge. [Act VI of 1884, s. 68.] X of 1889.

(2) Nothing in this section shall be deemed to affect the provisions of Bombay Act I of 1863 which require persons in charge of vessels passing through any of the channels or tidal channels at the mouths of the river Indus to pay fees for pilotage.

Certain persons to be deemed "public servants." 408. The following persons shall be deemed to be public servants within the meaning of the Indian Penal Code, namely:— [Act VI of 1884, ss. 7 (3), 38, 42, (s. 3).] XLV of 1860.

(a) every surveyor appointed under section 371,

(b) every officer authorised under section 398, sub-section (1), to enter a ship, and all persons whom he calls to his aid, and

(c) every person making an investigation under section 402.

Provisions with respect to rules. 409. (1) The power to make rules under this Part is subject (*except in the case of rules made under section 362*) to the condition of the rules being made after previous publication in such manner as the Governor General in Council may *direct.* [Act VI of 1884, s. 69 I and see Act I of 1887, s. 6.]

(2) A rule made by a Local Government under this Part shall not take effect until it has been sanctioned by the Governor General in Council and published in the local official Gazette.

(3) *A rule made by the Governor General in Council under this Part shall not take effect until it has been published in the Gazette of India.*

(4) The publication in the Gazette of a rule purporting to be made under this Part shall be conclusive *proof* that the rule has been duly made and sanctioned.

(5) *Any rule under this Part may be cancelled or varied by the authority by whom it was made.*

Jurisdiction of Magistrates. 410. Except in the case of offences against rules made under section 404, no Magistrate shall try any offence against this Part or any rule thereunder unless he is a Presidency Magistrate or a Magistrate whose powers are not less than those of a Magistrate of the first class. [Act VI of 1884, s. 61.]

Place of trial. 411. Any person committing an offence against this Part or any rule thereunder shall be triable for the offence in any place in which he may be or which the Local Government may, by notification in the official Gazette, direct in this behalf, or in any other place in which he might be tried under any other law for the time being in force. [Act VI of 1884, s. 62. Cf. 1854, s. 520.]

The Indian Merchant Shipping Bill, 1892.

(Part X.—Inland Steam-ships.—Chapter XLV.—Miscellaneous.—Sections 412-415. Schedule I.—Enactments repealed.)

[Act VI of 1884, s. 40.]

Deposition of absent witness.

412. (*1*) Whenever, in the course of any trial referred to in section 399, the testimony of any witness is required in relation to the subject-matter,

and the person accused, after being allowed a reasonable opportunity for so doing, does not produce the witness before the Court,

any deposition previously made by the witness in relation to the same subject-matter before any Court making an investigation under Chapter XLIII shall be admissible in evidence—

(*a*) if the deposition is authenticated by the signature of the Magistrate, or of the presiding officer of the Court, before whom it was made, and

(*b*) on proof that it was made in the presence of the person accused, and that he had an opportunity, *by himself or his agent*, of cross-examining the witness:

Provided that, where such cross-examination has taken place, it shall be recorded as part of the deposition.

(*2*) A certificate by the Magistrate or presiding Judge that the deposition was made in the presence of the accused, and that he had an opportunity of cross-examining the witness, shall, unless the contrary be proved, be sufficient evidence that it was so made and that he had that opportunity.

Distress on inland steam-ship.

413. Where the owner or master of an inland steam-ship is convicted of an offence against this Part or the rules thereunder committed on board of, or in relation to, that steam-ship, and sentenced to pay a fine, [Act VI of 1884, s. 60.]

the Magistrate may, in addition to any other power he may have for the purpose of compelling payment of the fine, *by warrant* direct the amount *remaining unpaid* to be levied by distress and sale of the ship, and the tackle, apparel and furniture thereof.

Fees recoverable as fines.

414. All fees payable under this Part may be recovered as fines under this Part. [Act VI of 1884, s. 66.]

Application of fines.

415. *A Magistrate imposing a fine under this Part may, if he thinks fit, direct the whole or any part thereof to be applied in compensating any person for any detriment which he may have sustained by the act or default in respect of which the fine is imposed, or in or towards payment of the expenses of the prosecution.* [Act X of 1887, s. 49; Bill of 1867, s. 294.]

SCHEDULE I.

ENACTMENTS REPEALED.

1	2	3
Number and year.	Subject or title.	Extent of repeal.

PART A.

(See section 2.)

Acts of the Governor General in Council.

Number and year.	Subject or title.	Extent of repeal.
XIII of 1856 .	Bombay Town Police .	Section 54.
I of 1859 .	Merchant Seamen .	The whole, so far as it has not been repealed
IX of 1874 .	European Vagrancy Act, 1874.	In section 31, the words "and whenever a sailor of European extraction not being a British subject is discharged from his ship in any British Indian port," the words "or discharge from his ship," and the words "or, in the case of a sailor, the person who is at the date of the discharge the owner or agent of the ship from which the sailor has been so discharged."
XV of 1874 .	Laws Local Extent Act, 1874.	The first schedule, so far as it relates to Act I of 1859.
XIII of 1876 .	Indian Merchant Seamen's Act, 1876.	The whole.
IX of 1879 .	Burma Coast-lights Act, 1879.	The whole, so far as it has not been repealed.
VII of 1880 .	Indian Merchant Shipping Act, 1880.	The whole, so far as it has not been repealed.
V of 1883 .	Indian Merchant Shipping Act, 1883.	The whole, except section 38.
VI of 1884 .	Inland Steam-vessels Act, 1884.	The whole, so far as it has not been repealed.
VII of 1884 .	Indian Steam-ships Act, 1884.	The whole, so far as it has not been repealed.
XII of 1885 .	Indian Sea Passengers Act, 1885.	The whole, so far as it has not been repealed.
X of 1887 .	Native Passenger Ships Act, 1887.	The whole.

The Indian Merchant Shipping Bill, 1892.

(Schedule I.—Enactments repealed.)

SCHEDULE I—*continued.*

ENACTMENTS REPEALED—*continued.*

1 Number and year.	2 Subject or title.	3 Extent of repeal.
III of 1890 .	An Act to amend Acts VI and VII of 1884.	The whole, so far as it has not been repealed.
VI of 1891 .	An Act to amend certain Acts respecting Indian Merchant Shipping.	The whole, so far as it has not been repealed.
XII of 1891 .	Repealing and Amending Act, 1891.	The second schedule, so far as it relates to Acts I of 1859, XIII of 1876, VII of 1880, V of 1883, VI of 1884 and III of 1890.
XIII of 1891 .	An Act to amend the Inland Steam-vessels Act, 1884.	The whole.
XVII of 1891 .	Deck and Load Lines Act, 1891.	The whole.
	Act of the Governor of Fort St. George in Council.	
III of 1888 .	Madras City Police, Act, 1888.	Section 70.
	Act of the Governor of Bombay in Council.	
II of 1864 .	An Act to provide for the periodical survey of steam-vessels in the ports, harbours, rivers or waters of the Presidency of Bombay.	Section 15.
	Act of the Lieutenant-Governor of Bengal in Council.	
IV of 1866 .	Calcutta Police Act, 1866.	Section 42.

PART B.

(*See section 7.*)

Acts of the Governor General in Council.

XIX of 1838 .	Coasting-vessels (Bombay).	The whole, so far as it has not been repealed.
X of 1841 .	Registration of Ships .	In the title, the words, "belonging to ports within the territories under the Government of the East India Company or" and the words "under a proclamation of the Governor-General of India in Council made". In the preamble, the words from "that it shall be lawful" to "the Same statute" (both inclusive), the words "be deemed British ships, or," the words "under such proclamation as aforesaid" and the words and figures from "no ship or vessel shall be deemed a British ship under such proclamation as aforesaid" to the end. Sections 2 to 12 (both inclusive) and 14 to 23 (both inclusive), so far as they have not been repealed. In section 25, the words "certificate or" and the words "registering or." Section 26. In section 27 (inserted by Act VII of 1891, section 9), the words "Local Governments of India" and "Government of the Presidency". The proclamation appended to the Act. The schedule.
XI of 1850 .	An Act to amend Act X of 1841.	In section 3, the words and figures "owned by British subjects, entitled to registry under Act X of 1841, or," the words "be registered and," and the words "and the tonnage may be marked." Section 4.
XV of 1874 .	Laws Local Extent Act, 1874.	The third schedule, so far as it relates to Act XIX of 1838.
V of 1883 .	Indian Merchant Shipping Act, 1883.	Section 38.
VII of 1891 .	An Act to amend Act X of 1841.	Sections 2 to 7 (both inclusive), so far as they have not been repealed.
XII of 1891 .	Repealing and Amending Act, 1891.	The second schedule, so far as it relates to Act VII of 1891.

The Indian Merchant Shipping Bill, 1892.

(Schedule II.—Certificates granted under Acts repealed by the Inland Steam-vessels Act, 1884, how to be regarded under the Indian Merchant Shipping Act, 1892.)

SCHEDULE II.

CERTIFICATES GRANTED UNDER ACTS REPEALED BY THE INLAND STEAM-VESSELS ACT, 1884, HOW TO BE REGARDED UNDER THE INDIAN MERCHANT SHIPPING ACT, 1892.

(See section 2 (3).)

Margin	1	2	3
	Certificate granted under Bengal Act VII of 1879 (*to provide for the proper management of certain Inland Steam-vessels*) to the Commander of an inland steam-vessel.	Inland certificate as first class master	Chapter XXXVIII.
XVI of 1871. Bengal Act I of 1868.	Certificate of competency or service, granted under the Burmese Steamer Survey Act, or Bombay Act IV of 1873 (*an Act to amend Bombay Act No. II of 1864, providing for the periodical survey of Steam-vessels, and to provide for the examination of Engineers of Steam-vessels*), or the Steam Boat Survey Amendment Act, 1868, as—		
	engineer *in the sea service*	Certificate as first class engineer	Chapter IV.
	second engineer *in the sea service* ...	Certificate as *second* class engineer	Chapter IV.
	engineer *in the inland steamer service* ...	Inland certificate as engineer	Chapter XXXVIII.
	second engineer *in the inland steamer service* ...	Inland certificate as engineer	Chapter XXXVIII.
	engine-driver in the inland steamer service ...	*Inland certificate as first class engine-driver*	Chapter XXXVIII.

The Indian Merchant Shipping Bill, 1892.

(Schedule III.—Maximum Fees for Purposes connected with the Registry of British Ships. Schedule IV.—Table A.—Maximum Fees payable upon Engagements and Discharges of Seamen effected before a Superintendent of a Mercantile Marine Office. Table B.—Maximum Sums which may be deducted from Wages of Seamen by way of partial Repayment of the foregoing Fees. Schedule V.—Rates of Fees payable in respect of Survey of Steam-ships. Schedule VI.—Declaration between the Government of the United Kingdom of Great Britain and Ireland and the Government of the French Republic, with reference to the disposal of the proceeds of Wrecks on their respective Coasts.)

SCHEDULE III.

[Act XI 1850, s. 4.] Cf. 1873, Sch. III.

MAXIMUM FEES FOR PURPOSES CONNECTED WITH THE REGISTRY OF BRITISH SHIPS.

(*See section 14.*)

1. For measurement of tonnage of British ships.

	Tons.	Rs.
For a ship of less than ...	*50*	*10*
„ „ *50 tons and up to* ...	*100*	*15*
„ „ *100* „ „ ...	*200*	*20*
„ „ *200* „ „ ...	*500*	*30*
„ „ *500* „ „ ...	*800*	*40*
„ „ *800* „ „ ...	*1,200*	*50*
„ „ *1,200* „ „ ...	*2,000*	*60*
„ „ *2 000* „ „ ...	*3,000*	*70*
„ „ *3 000* „ „ ...	*4,000*	*80*
„ „ *4,000* „ „ ...	*5,000*	*90*
„ „ *5,000* „ *and upwards*		*100*

2. For inspection of places in British ships which are occupied by seamen or apprentices engaged under this Act and appropriated to their use.

Rs.

For each visit to the ship ... *5*

Provided as follows:—

(a) the aggregate amount of the fees for any such inspection shall not exceed ten rupees, whatever be the number of separate visits;

(b) when the accommodation is inspected at the same time with the measurement of the tonnage, no separate fee shall be charged for such inspection.

Rs. A.

3. For inspection of a register-book... *0 8*

17 & 18 Vict., c. 104.

4. For re-measurement under section 21 of the Merchant Shipping Act, 1854, of a British ship which has been measured under section 22 of that Act—

For each transverse section ... *5 0*

SCHEDULE IV.

(*See section 22.*)

TABLE A.

[Act I of 1859, Table A; Bill of 1867, Sch. II, Table A; Bill of 1882, Sch. II, Table A.] Cf. 1854, Table P; 1880, s. 15.

MAXIMUM FEES *PAYABLE UPON* ENGAGEMENTS *AND* DISCHARGES *OF* SEAMEN *EFFECTED BEFORE A* SUPERINTENDENT *OF A* MERCANTILE MARINE OFFICE.

(*1*) Engagement or discharge of crews—

	Tons.	Rs.	A.
For ships of less than	100	3	0
„ „ 100 tons and up to	200	7	0
„ „ 200 „ „	300	10	0
„ „ 300 „ „	400	12	8
„ „ 400 „ „	500	15	0
„ „ 500 „ „	600	17	8
„ „ 600 „ „	700	20	0
„ „ 700 „ „	800	22	8
„ „ 800 „ „	900	25	0
„ „ 900 „ „	1,000	27	8
„ „ 1,000 „ and upwards		30	0

and so on for ships of larger tonnage, adding, for every one hundred tons above one thousand, two rupees and eight annas.

(*2*) Engagement or discharge of seamen separately—

One rupee for each seaman.

TABLE B.

MAXIMUM SUMS *WHICH MAY* BE DEDUCTED FROM WAGES *OF* SEAMEN BY WAY OF PARTIAL REPAYMENT OF *THE FOREGOING* FEES.

[Act I of 1859, Table B; Bill of 1867, Sch. II, Table B; Bill of 1882, Sch. II, Table B.] Cf. 1854, Table Q.

(1) In respect of engagements and discharges of crews—

Upon each engagement and each discharge—

	Rs.	A.
from wages of any mate, purser, engineer, surgeon, carpenter or steward .	0	12
from wages of *any other seaman* . .	0	8

(2) In respect of engagements and discharges of seamen separately—

Upon each engagement and each discharge	0	8

SCHEDULE V.

(*See section 191.*)

RATES OF FEES *PAYABLE IN RESPECT OF* SURVEY *OF* STEAM-SHIPS.

[Act VII of 1884, Sch. (am. by Act III of 1890, s. 22).] Cf. 1854, Table T; 1872, s. 8.

	Tons.	Rs.
For steam-ships of less than	200	40
„ „ „ 200 tons and up to	350	50
„ „ „ 350 „ „ „	700	60
„ „ „ 700 „ „ „	1,000	80
„ „ „ 1,000 „ „ „	1,500	100
„ „ „ 1,500 „ and upwards ...		120

SCHEDULE VI.

DECLARATION BETWEEN THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND AND THE GOVERNMENT OF THE FRENCH REPUBLIC, WITH REFERENCE TO THE DISPOSAL OF THE PROCEEDS OF WRECKS ON THEIR RESPECTIVE COASTS.

[Act VII of 1880, Sch. (added by Act VI of 1891, s. 8).]

(*See section 249.*)

The Government of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and the Government of the French Republic, desiring to regulate by a new Agreement questions relative to the disposal of the proceeds of wrecks on the coasts of the two States, have agreed to replace the Declaration signed at London on the 16th June, 1879, by the following arrangements:—

ARTICLE I.

When any ship belonging to the subjects of one of the two Contracting States is wrecked or stranded on the coast of the other, the competent local authorities shall, with as little delay as possible, bring the fact to the knowledge of the Consul General, Consul, Vice-Consul or Consular Agent nearest to the spot where the wreck or stranding has taken place.

The Indian Merchant Shipping Bill, 1892.
(Schedule VI.--Declaration between the Government of the United Kingdom of Great Britain and Ireland and the Government of the French Republic, with reference to the disposal of the proceeds of Wrecks on their respective Coasts. Schedule VII.—Form of Governor's or Consul's Certificate of Expenditure in the case of Passengers shipwrecked, &c.)

ARTICLE II.

All operations relative to the salvage of British ships which may be wrecked or stranded on the coasts of France shall be directed by the Consuls General, Consuls, Vice-Consuls or Consular Agents of Great Britain, and reciprocally the French Consuls General, Consuls, Vice-Consuls and Consular Agents shall direct all operations relative to the salvage of ships of their nation wrecked or stranded on the coasts of Great Britain.

ARTICLE III.

If the owners of the ship and cargo, or their duly authorized representatives, shall be present and shall claim it, the Consuls General, Consuls, Vice-Consuls and Consular Agents shall hand over to them the conduct of the salvage operations after requiring the deposit of the ship's papers, as well as the re-imbursement of the expenses already defrayed, and a sufficient guarantee for those incurred before the operations were handed over, and which may not have been already settled.

ARTICLE IV.

The intervention of the local authorities shall only take place in the two countries for the purpose of assisting the Consular authority, of maintaining order, of securing the interests of the salvors if they are strangers to the shipwrecked crews, and of assuring the due execution of the arrangements to be carried out for the entry and departure of the merchandise saved.

In the absence, and until the arrival, of the Consuls General, Consuls, Vice-Consuls or Consular Agents, the local authorities shall, moreover, take all necessary measures for the protection of the persons and for the preservation of the articles which shall have been saved from the wreck.

This intervention shall not give rise to any charges, with the exception of those which the salvage operations and the protection of the articles saved shall have rendered necessary, and those to which national ships would, under similar circumstances, be liable. These charges shall be paid according to the circumstances of the case, either by the Agents of the Consular service, or by their owners or their proxies..

In case absence, sicknesss or any other cause should prevent the Agents of the Consular service from seeing to the operations and the management of the salvage, the local authorities who may be charged with the operations and management in question shall be bound to remit to the aforesaid Agents the ship's papers and the net proceeds of the ship and the cargo.

ARTICLE V.

The merchandise and articles saved shall not be liable to any customs-duties, unless they are intended for home consumption, in which case they shall pay the same duties as they would have had to pay if they had been imported in national vessels.

ARTICLE VI.

The stipulations of the present Declaration shall be applicable to all the Colonies and foreign possessions of Her Britannic Majesty, excepting to those hereinafter named, that is to say, except to—

India.	New South Wales.
The Dominion of Canada.	Victoria.
Newfoundland.	Queensland.
The Cape.	Tasmania.
Natal.	South Australia.
	Western Australia.

New Zealand.

Provided always that the stipulations of the present Declaration shall be made applicable to any of the above-named Colonies or foreign possessions on whose behalf notice to that effect shall have been given by Her Britannic Majesty's Representative to the French Republic within one year from the date of the signature of the present Declaration.

The stipulations of the present Declaration shall be applicable to all the Colonies and foreign possessions of France.

ARTICLE VII.

The present Declaration shall come into operation three months after the date of its signature, and shall remain in force until the expiration of one year from the day on which either party may give notice of its intention to terminate it.

In witness whereof, the undersigned plenipotentiaries, His Excellency the Earl of Lytton, Ambassador of Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Empress of India, and His Excellency M. Eugene Spuller, Minister for Foreign Affairs, have signed the present Declaration, and have affixed thereto their seals.

Done at Paris, this twenty-third day of October, 1889.

(LS.) LYTTON.

(LS.) E. SPULLER.

SCHEDULE VII.

FORM OF GOVERNOR'S OR CONSUL'S CERTIFICATE OF EXPENDITURE IN THE CASE OF PASSENGERS SHIPWRECKED, &C. [Act XII of 1885, Sch.] Cf. 1863, Sch. A.

(See section 275.)

I hereby certify that, acting under, and in conformity with, the provisions of Part VI of the Indian Merchant Shipping Act, 1892, I have defrayed the expenses incurred in rescuing, maintaining, supplying with necessary

The Indian Merchant Shipping Bill, 1892.

(Schedule VIII.—Voyages in respect of which Coast-light Dues are payable. Schedule IX.—Rates of Fees payable in respect of Survey of Inland Steam-ships.)

bedding, provisions and stores,* and in forwarding to their destination passengers [including cabin passengers †], who were proceeding from to in the ship which was wrecked at sea, &c. ‡

And I further certify, for the purposes of section 275 of the said Indian Merchant Shipping Act, 1892, that the total amount of such expenses is , and that such expenses were duly incurred by me under Part VI of the said Act.

Given under my hand this day of 189 .

{ *Governor of, &c.* (or as the case may be)
{ *Her Britannic Majesty's Consul at* .

*N.B.—1. If more passengers were rescued than forwarded, or if bedding, &c., was not supplied, after the certificate to suit the facts of the case.

† *N.B.*—2. Omit words in brackets when necessary.

‡ *N.B.*—3. State generally the nature of the disaster and where it occurred. But if the passengers were only left behind, without any default of their own, state the fact accordingly.

SCHEDULE VIII.

[IX of 1890, Sch.]

VOYAGES IN RESPECT OF WHICH COAST-LIGHT DUES ARE PAYABLE.

(See section 330.)

1. A voyage to or from Chittagong or any place west of the longitude of Chittagong—

(a) from or to any port in Burma; or

(b) from or to any port in the Andaman and Nicobar Islands or any place east of the longitnde of Mergui, by a course passing between the northern extremity of the Andaman Islands and the coast of Burma.

2. A voyage to or from any port in Burma—

from or to any other port in Burma,

except voyages *between* Maulmain *and* Tavoy, *between Maulmain and* Mergui, or *between* Tavoy *and* Mergui.

3. A voyage to or from Rangoon *or* any port in Burma west of the longitude of Rangoon—

from or to any place east of the longitude of Mergui.

4. A voyage to or from any port in Burma, other than Tavoy and Mergui,—

from or to any port in the Andaman and Nicobar Islands.

SCHEDULE IX.

RATES OF FEES PAYABLE IN RESPECT OF SURVEY OF INLAND STEAM-SHIPS.

[Act VI of 1884, Sch. II (am. by Act III of 1890, s. 14).] Cf. 1854, Table T; 1872, s. 8.

(See section 373.)

		Tons.	Rs.
For steam-ships of	less than	100	25
" " "	100 tons and up to	200	40
" " "	200 " " "	350	50
" " "	350 " " "	700	60
" " "	700 " " "	1,000	80
" " "	1,000 " " "	1,500	100
" " "	1,500 " and upwards	...	120

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* Part X is not included in this Index, as it was inserted in the Bill merely for temporary convenience. It is intended hereafter to remove the Part from the Bill and pass it as a separate Act.

5 Y

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35 & 36 Vict., c. 73, s. 3; substitution of Local Government for Board of Trade	12 (*1*)
s. 4, repealed in part	14 (*1*)
s. 13, repealed	12 (*2*)
s. 15; substitution of Local Government for Board of Trade	12 (*1*)
36 & 37 Vict., c. 85, ss. 3, 5, 6; substitution of Local Government for Board of Trade	12 (*1*)
s. 30, repealed in part	14 (*1*)

5 *ff*

STATEMENT OF OBJECTS AND REASONS.

THE principal object of this Bill is to consolidate the Indian Statute law relating to merchant shipping and the carriage of passengers by sea. The necessity for such consolidation has long been felt, and two attempts in this direction were made in the years 1867 and 1882. The Bill prepared in 1882 was merely a measure of partial consolidation, but the Bill of 1867 was designed to consolidate the whole Statute law. The last mentioned Bill was abandoned pending the consolidation by Parliament of the English Statutes relating to merchant shipping, many of the provisions of which apply to India in common with the rest of Her Majesty's dominions. Legislation in England is, however, still delayed, and under the circumstances it is desirable to defer no longer the re-enactment in a single Act of the various Acts of the Indian Legislature.

2. The present Bill embodies many provisions of the English Merchant Shipping Acts, 1854 to 1892, which have not hitherto been dealt with by Indian legislation, which can be so dealt with, and which it appears desirable to repeal or re-enact in a Bill, like the present, for consolidating and bringing up to date the Indian Statute law. But, on the other hand, it necessarily leaves outstanding many provisions of those Acts which apply to India and which it is beyond the power of the Indian Legislature to repeal or re-enact. It is intended, when the present Bill has been passed, to publish a new edition of Mr. Pearson's Digest of the Merchant Shipping Law applicable to India, in which all the English Statute law excluded from the Bill will be arranged in a convenient form side by side with the cognate clauses of the Bill.

3. The opportunity afforded by the present Bill has been taken to make various amendments in the Indian law which have been suggested by experience These are, as far as possible, printed in italics, and a few of the more important of them are noticed in the following paragraphs. Statements are annexed, showing corresponding clauses of the existing Acts (Indian and English) and the Bill in parallel columns, and explaining the abbreviated references in the margin of the Bill to the Bills of 1867 and 1882 and the Statutes.

4. The subject of registration is one of the most important and difficult of the subjects dealt with by the Bill, and it is desirable to explain the position in some detail.

5. The Statute 3 & 4 Vict., c. 56, sections 3 and 4, conferred the following powers on the Governor General of India in Council:—

(*a*) power to declare that ships built within the limits of the Charter of the East India Company, being owned by Her Majesty's subjects for whom the Governor General in Council has power to legislate, and belonging to British Indian ports, shall be deemed to be British ships for all purposes of trade within the said limits, including the Cape of Good Hope and the territories and dependencies thereof;

(*b*) power, upon such declaration being made, to make regulations—

(*i*) concerning the registering, licensing and ascertaining the ad-measurement of the tonnage and burden, of such ships, and

(*ii*) generally for the trading of such ships within the limits aforesaid; and

(*c*) power to make regulations for admitting to all or any of the privileges and advantages of British ships for the purposes of trade within the limits aforesaid any ships—

(*iii*) belonging to Native Princes or States in subordinate alliance with, or having subsidiary treaties with, the East India Company, or

(*iv*) owned by subjects of any such Prince or State;

such regulations to provide for the granting to such ships of licenses or passes, and generally, for the trading of such ships within the limits aforesaid.

6. The power mentioned in clause (*a*) of paragraph 5 was exercised by the Proclamation appended to Act X of 1841; the powers mentioned in clause (*b*) were exercised by Act X of 1841, sections 1 to 23 and 25 to 27, and Act XI of 1850, sections 3 and 4; and the powers mentioned in clause (*c*) were exercised by Act X of 1841, sections 24, 25 and 27, and Act XI of 1850, sections 2 and 3, it being provided that ships of Native States, to obtain passes, should be commanded by a British subject for whom the Governor General in Council has power to legislate.

Sections 3 and 4 of the Statute 3 & 4 Vict., c. 56, were repealed by the Statute Law Revision Act, 1874, No. 2 (37 & 38 Vict., c. 96), but the savings contained in section 1 of that Act operate to continue the Indian Acts in force, and consequently the registration of ships under the Indian Acts of 1841 and 1850 continues to be lawful; but the power to re-enact the provisions of those Acts, supposing the Acts themselves to be now repealed, would appear to have been taken away.

7. Registration under Acts X of 1841 and XI of 1850 is optional, and confers the privileges of a British ship within certain limits only, *viz.*, those mentioned in paragraph 5. Consequently, certain classes of ships (namely, those of European build,) have long been registered in British India under the Merchant Shipping Act, 1854; so that registration in this country is carried on, in different cases, under both English and Indian Acts. In addition to Acts X of 1841 and XI of 1850, there is a local Act on the Indian Statute-book dealing with the registration of ships, *viz.*, Act XIX of 1838, which makes compulsory the registration under it of "vessels belonging to any of Her Majesty's subjects residing within the Presidency of Bombay, and employed on the coasts of the territories subject to the Government of Bombay, or in trading coastwise," and "fishing vessels and harbour craft belonging to any of Her Majesty's subjects." Act XIX of 1838 does not prescribe any system for the measurement of tonnage, but it is believed that measurement is made under rules similar to those prescribed under Act XI of 1850.

8. We thus have for the registration of ships in British India (excluding Bombay Act I of 1863, as to registry of ships on the river Indus)—

(1) the English Merchant Shipping Acts,

(2) Act XIX of 1838 (Bombay Coasting Ships), and

(3) Act X of 1841, as amended by Act XI of 1850, Act V of 1883, section 38, and Act VII of 1891.

9. In consolidating the law of Merchant Shipping the important subject of registration cannot be ignored, and, indeed, the opportunity ought to be taken to secure, as far as possible, that all registration be made under one and the same law. Under these circumstances, it is desirable to repeal Act XIX of 1838 and so much of Acts X of 1841 and XI of 1850 as deals with the registration of ships, and to leave all registration in British India for the future to be conducted under the English Merchant Shipping Act, 1854, as amended by subsequent Acts, subject to certain necessary qualifications as to the measurement of native craft engaged in the coasting trade, and such special provisions as are needed for Indian requirements. The only way in which, as the law now stands, it appears possible to maintain the qualifications required for India is to proceed under the power conferred by section 547 of the Merchant Shipping Act, 1854, and this course has been adopted in Chapter II of the present Bill.

10. While, however, repealing those portions of Acts X of 1841 and XI of 1850 which relate to registration, the portions [*viz.*, section 24 and part of sections 25 and 27 of Act X of 1841, and section 2 and part of section 3 of Act XI of 1850] relating to the grant of passes to ships belonging to Native Princes or States or their subjects have been left untouched, as it is desirable to maintain these provisions of the law.

11. The provisions of the English Acts on the subjects of measurement, marking and registration are contained in the following Merchant Shipping Acts, namely:

17 & 18 Vict., c. 104, Part II;
18 & 19 Vict., c. 91, sections 9, 11, 12, 14 and 15;
25 & 26 Vict., c. 53, sections 3, 4 and (re-measurement of foreign ships) 60 to 64;
30 & 31 Vict., c. 124, section 9, clauses (3), (4), (5) and (7);
31 & 32 Vict., c. 129;
32 Vict., c. 11, section 6;
34 & 35 Vict., c. 110, sections 5 and 6;
35 & 36 Vict., c. 73, sections 3, 4, 13 and 15;
36 & 37 Vict., c. 85, sections 3 to 6 and 30;
39 & 40 Vict., c. 80, sections 23, 24 and 44;
43 & 44 Vict., c. 18;
45 & 46 Vict., c. 55, section 4;
50 & 51 Vict., c. 62, section 3;
52 & 53 Vict., c. 43, sections 1 to 5 and (re-measurement of foreign ships) 6; and
52 & 53 Vict., c. 73.

The amendments effected by the later Statutes may be said not to modify in any important degree the principles embodied in Part II of the Merchant Shipping Act, 1854; and an examination of that Part will bring out any difficulties that may arise if the English law is applied to all ships in British India.

12. Part II of the Act applies to the whole of Her Majesty's Dominions (see section 17). As stated in paragraph 7 above, certain classes of ships are already registered in British India under the English law, and, if the provisions of the Indian Acts relating to registration are repealed, all ships in British India owned by British subjects or certain classes of bodies corporate (see section 18) will come under the operation of Part II.

13. *Sections 18 and 19 of the Merchant Shipping Act, 1854.*—There appears to be nothing in section 18, which treats of the "Description and ownership of British ships," which would be inapplicable to the circumstances of British India.

Section 19 lays down in effect that all British ships exceeding fifteen tons burden must be registered. In Bombay registration is already compulsory, under Act XIX of 1838. Acts X of 1841 and XI of 1850 do not compel a ship to be registered, but she must be registered to obtain the privileges of a British ship, and in practice most sea-going ships exceeding fifteen tons burden are registered. In this respect there is no necessity for any modification of the English law.

Bill, section 10.

It is, however, unnecessary that the registration of any inland ships, whether exceeding fifteen tons burden or not, should be required, and a modification of section 19, clause (2), of the Merchant Shipping Act, 1854, is therefore desirable. The required provisions have been inserted in section 10 of the Bill.

Bill, section 11.

In regard to ships, whether sea-going or inland, of fifteen tons burden or less, the power conferred by section 6, clause (*k*), of the Indian Ports Act (X of 1889), to license and regulate boats plying in Indian ports, appears to be sufficient to secure such registration as is necessary.

14. *Sections 20 to 29 of the Merchant Shipping Act, 1854.*—Under the existing Indian law all ships (other than coasters) registered under Act X of 1841 are now (see Act X of 1841, sections 9 and 10) measured under the English rules. It is understood that coasters are sometimes measured under those rules, but that generally the special rules made under Act XI of 1850 are applied to them. These special rules are similar to the rules which were in force in Europe before the Merchant Shipping Act, 1854, was passed. They have the merit of simplicity, and they are much more suited to native coasting craft not square-rigged than are the English rules, and for these reasons they are preferred by practically all the authorities which have to administer the Merchant Shipping Acts in connection with the registration of this class of ships. The great majority of these coasters are of less than one hundred tons burden, and they seldom, if ever, exceed three hundred tons. As the old system of measurement is preferred for these ships, it is desirable that the power of applying it should be retained. It will be sufficient to confine the operation of the special rules to Native sailing craft not square-rigged, engaged in the coasting trade. The existing special rules are not applicable to steamers, and it appears to be advisable to continue measuring square-rigged ships under the English rules. The reasons which make it desirable to apply the English rules to foreign-going ships registered in British India have hardly any force in the case of native coasters. The necessary provisions have been made in section 11 of the Bill, which leaves it to the option of owners of native coasting craft to have measurement made either under the special rules or under the English rules.

Bill, section 9.

If Act XIX of 1838 and those portions of Acts X of 1841 and XI of 1850 which relate to registration are repealed, such matters as registration *de novo* in case of alterations in ships (Act X of 1841, section 21), fraudulent use of certificate of registry (*ib.*, section 15), endorsement on certificate of registry of change of master (*ib.*, section 16), must be provided for. To leave the Acts on the Statute-book for such purposes as these would be *pro tanto* to keep up the separate system of registry which it is proposed to abolish. It is therefore proposed by section 9 of the Bill to require ships registered under the Indian Acts to be re-registered under the English Acts, without payment of fees, and to repeal antagonistic provisions in the Merchant Shipping Act, 1854 (*viz.*, section 27 and part of section 19). When these ships are so re-registered the names of any of them can, if desired, be changed under the procedure provided by section 6 of 34 & 35 Vict., c. 110, and this will meet a difficulty which has been felt under Act X of 1841.

15. There is nothing in any of the remaining sections of Part II of the Merchant Shipping Act, 1854, or of the Acts by which it has been amended, which may not, by slight and for the most part merely verbal alterations, be made applicable to Indian ships. These alterations are proposed in the Bill. The more important of them are as follow:

(1) The Local Government has, with certain exceptions, been substituted for the Board of Trade. *Bill, section 12.*

(2) Section 13 of the Merchant Shipping Act, 1872, and part of section 29 of the Merchant Shipping Act, 1854, are repealed, the first mentioned provision as being inapplicable to British India, and the second as having been superseded by section 3 of 50 & 51 Vict., c. 62.

(3) Clause (5) of section 30 of the Merchant Shipping Act, 1854, as to registrars, is now out of date. The registrar at the principal ports in India should ordinarily be the Port Officer, but power should be given to the Local Government at its discretion to appoint any other person whom it may select. At the smaller ports the registrar should be any person whom the Local Government may think fit to appoint. The necessary provisions have been inserted in section 15 of the Bill. The enactment of this section renders unnecessary the retention of section 6 of 32 Vict., c. 11, which it is accordingly proposed to repeal. *Bill, section 15.*

(4) While allowing the English law on the subjects of transfers, transmissions, mortgages and sale to apply in the case of Indian ships generally, it is desirable to except native coasting-ships, not square-rigged, from the operation of sections 55, 57 and 66 to 83, and this has been done by section 16 of the Bill. Owners of this class of ships are not accustomed to the rules laid down in these sections. The rules, therefore, if applied to such ships, would probably be overlooked, and hardship would then follow from the action of the Courts. *Bill, section 16.*

(5) The fees chargeable for measurement of tonnage under the English Acts are fixed, under section 30 of 36 & 37 Vict., c. 85, in sterling, and are, under present practice, converted into Indian money at the current rate of exchange. The continuance of this practice is undesirable, particularly with reference to native coasting-ships, for which fixed fees have hitherto been prescribed under Act X of 1841, s. 25, and Act XI of 1850, s. 4. Other fees connected with registration are also fixed, by or under the English Acts, in sterling. It is desirable that in all these cases fees should be stated in Indian money; and provisions with this object have been inserted in section 14 of the Bill. *Bill, section 14.*

(6) There is a custom in the Bombay Presidency of increasing the burden of a ship by means of temporary structures after the tonnage has been registered, the object being to evade payment of port-dues. To meet this evasion it is proposed by section 17 of the Bill to repeal a few words in sections 23 and 44 of 39 & 40 Vict., c. 80. Section 23 of this Statute does not, however, deal with uncovered spaces on ships which have no deck, and therefore does not sufficiently provide for the case of temporary structures erected on undecked native ships. It was principally with the object of requiring the re-measurement of ships of this class when temporary additions to their carrying capacity are made that the Government of Bombay recently proposed legislation. Clauses giving the necessary powers have been inserted in section 11 of the Bill. *Bill, section 17.* *Bill, section 11.*

(7) Section 13 of the Bill re-enacts the clauses of 30 & 31 Vict., c. 124, section 9, as to deductions from tonnage, with the object of giving complete effect to section 113 of the Bill. It is proposed by the latter section to assimilate the Indian law with the English law, so far as crew spaces for Europeans are concerned; but the English law has nothing corresponding with the Indian law on the subject of crew spaces for lascars. It is understood that, in the case of ships already registered in British India under the English law, deductions for crew space are made under the rules prescribed by that law, *i.e.*, on the scale for Europeans. Lascars are, however, carried on these ships, and it is desirable that the provisions of section 113 of the Bill as to them should be distinctly recognised in making deductions from tonnage on account of crew space. In applying the English law to the measurement of ships registered under Act X of 1841, the corresponding provisions of the existing Indian law (Act I of 1859, section 70.) were expressly saved—see Act X of 1841, sections 9 and 10, as substituted by Act VII of 1891, section 3. *Bill, section 13.*

16. It might be urged against the scheme of Chapter II of the Bill that the provisions of English Statute law on the subjects of measurement, marking and registration, and the orders of the Board of Trade under them, are so scattered that it will be difficult for registrars at Indian ports to ascertain what their duties will be. This inconvenience exists at present in cases where ships are already registered in British India under the English law, although it is to some extent minimised by the periodical publication of the rules and orders of the Board of Trade in pamphlet form; and care will be taken further to reduce it as far as possible when a new edition of Mr. Pearson's Digest is taken in hand.

17. It would be preferable, if it were possible, to enact a simple law for the registration of native coasting craft not square-rigged; but the Government of India is not free to pass such a law, and must wait until Parliament consolidates the Merchant Shipping Acts with such amendments as are needed for giving it the necessary powers.

18. Throughout the Bill "Shipping Office" has been changed to "Mercantile Marine Office," and "Shipping Master" to "Superintendent of a Mercantile Marine Office." These changes follow those made in the United Kingdom by section 15 of 25 & 26 Vict., c. 63.

19. *Section 31.*—Important alterations have been made in this section. They have been made in order to assimilate the Indian law with the English law, as explained in the Board of Trade's "Instructions to Superintendents," No. 359*a*, dated March, 1889.

(1) All foreign-going ships are at present required to have a certificated mate. The Bill dispenses with this requirement as regards ships of less than one hundred tons burden, and provides that if a ship of one hundred tons burden or upwards has two mates each must be certificated.

(2) Home-trade ships of three hundred tons burden or less are not at present required to have a certificated master or a certificated mate. The Bill reduces this limit to one hundred tons in the case of both masters and mates where a ship does not carry passengers, and withdraws it altogether in the case of masters of ships carrying passengers. The reduction of the limit in the case of masters was urged in a recent communication from the Government of Bombay.

(3) The exemption of ships manned exclusively by Asiatic masters and seamen from the requirements of the law as to carrying certificated masters and mates, which was enacted in its existing form by Act V of 1883, section 37, has been limited to the case of ships not carrying passengers. And, as it stands in Bill [section 31, sub-section (5)], it will apply to such ships when engaged in the "home trade," as defined in section 3, clause (3), and not when "trading between ports in India and the coasts of Arabia."

20. Chapters VII to XV relate to engagements, service and discharge of seamen, and the accommodation and provision to be made for them, and contain a number of provisions for the better protection of seamen.

The amendments are mainly directed to the following objects:

(1) To extend to seamen engaged for service in foreign ships the provisions now affecting seamen in British ships.

(2) To assimilate the law as to "running agreements" and the return of sailors to their homes with the corresponding law under the English Merchant Shipping Acts.

(3) To extend the protection of British law to natives of India, and to Arabs, Africans and Asiatics not being natives of India, who are, it appears, engaged at Aden in large numbers for service in foreign ships.

(4) To extend to India various amendments made in the English law since the passing of the Merchant Shipping Act, 1854.

(5) To provide for the proper inspection of provisions and water for the use of the crews, both European and Asiatic, of ships, both home-trade and foreign-going.

(6) To protect seamen and apprentices from imposition.

(7) It is a common practice among lascars to carry with them sea-chests of a size much greater than would be required for their personal effects, the object being to bring back on the return voyage goods for traffic. These chests block up the spaces provided for the accommodation of the crew, and prevent ventilation. Section 114 has been inserted in the Bill with a view to limiting the size of these chests. The policy of the section is open to question, and it will be reconsidered before the Bill is further proceeded with.

21. Chapters XVI to XXVII deal with discipline, the protection of seamen or apprentices when left in British India, the official log, life-saving appliances, lights and fog-signals, survey of steam-ships, unsafe ships, and ship surveyors. So far as they are not a mere reproduction of existing law, they consist, with few exceptions, of amendments intended to adapt the English law to the circumstances of India.

The only alteration of substance not based upon this principle is that the power of the Local Government to exempt ship surveyors from the operation of section 69 of Act VII of 1880 [=section 247 of the Bill] has been restricted by Chapter XXV to the case of persons who exercised their profession before the date on which that Act came into force. It is, however, open to question whether the chapter ought to be continued on the Statute-book at all. Its provisions appear to be without precedent elsewhere, and they tend to interfere with the ordinary course of shipping and insurance business.

22. Part VII contains the law applicable to native passenger-ships.

A Commission was appointed in 1890 to enquire into the administration of the Native Passenger-ships Act (X of 1887). Part VII of the Bill has been framed so as—

(*a*) to give effect to such of the recommendations of the Commission necessitating an amendment of the Act as have been accepted by the Government of India, and

(*b*) to make certain amendments in the Act with a view to securing a better control over the pilgrim traffic to the Red Sea.

The principal amendments are noticed in the following paragraphs.

23. *Section 279.*—Every voyage—

(1) to Aden, from any other port in British India,

(2) from or to British India, to or from the Red Sea, or

(3) during which the ship calls at one or more intermediate ports and has native passengers on board for two hundred and forty hours or upwards,

is declared to be a "long voyage," whether the ship is or not one hundred and twenty hours continuously out of port.

Certain classes of voyages have been defined as "shelter-port" voyages and "excursion" voyages.

24. Separate sets of regulations have been made for—

(*a*) voyages in general,

(*b*) long voyages, and

(*c*) short voyages, shelter-port voyages and excursion voyages, respectively.

25. *Section 291.*—The requirement in Act X of 1887, section 26, as to carrying a medical officer on certain voyages is extended to ships carrying more than four hundred passengers—

(1) between the Coromandel Coast and Rangoon;

(2) between Calcutta and Rangoon;

(3) between any port in the Bombay Presidency and any port not in that Presidency; or

(4) between Aden and any other port in the Bombay Presidency.

26. Part VIII deals with coast-light dues. In section 330 power has been taken to abolish coast-light dues either entirely or in respect of any class of ships. It is expedient that the Government should possess this power, to be exercised when it is found that ships are made to pay dues which derive no benefit from the lights, or when the receipts are much in excess of the expenditure.

27. Part IX contains certain miscellaneous clauses usual in Bills of this nature, mainly consisting of ancillary provisions as to rule-making, evidence, and the like. There are no alterations of the law of sufficient importance to call for separate notice.

28. Part X is a consolidation of the Indian Statute law, contained in Acts VI of 1884, III of 1890 and XIII of 1891, relating to inland steam-ships. It is considered desirable to keep the provisions as to inland steam-ships in a separate Act, rather than to embody them in an Act dealing with merchant shipping, because the law on the latter subject is liable to be affected by legislation in England, while the regulation of inland steam-ships is a matter solely within the scope of Indian legislation. But there are practical difficulties connected with procedure which have prevented this scheme from being carried out. Accordingly the law dealing with Inland steam-ships has been included in the present Bill, but it has been kept in a distinct part so arranged that it can without difficulty, if desired, be separated from the rest of the Bill, and passed by itself as a different Act.

29. The Inland Steam-vessels Act, 1884, and the Indian Steam-ships Act, 1884, were companion measures, and ran generally on similar lines; and in the present Part alterations and additions corresponding with those made in the earlier Parts of the Merchant Shipping Bill have been made with the object of maintaining this similarity. The arrangement of clauses has also been assimilated throughout.

30. *Section 352, clauses (4) to (7).*—The definitions of "Board of Trade certificate," "Colonial certificate," "local certificate" and "inland certificate" have been inserted to simplify the wording of Chapters XXXVIII to XL of the Bill. The first three definitions are a repetition of those contained in section 3, clauses (*6*) to (*8*), of the Bill.

31. *Section 363.*—This section is new. It has been inserted as a means of avoiding complicated clauses in section 364 of the Bill (=section 28 of Act VI of 1884).

32. *Section 394.*—Courts of Presidency Magistrates and Magistrates of the first class have been added, as in section 263 of the Bill.

33. The other alterations of the law continued in this Part follow generally those inserted in the earlier Parts of the Bill, and have been retained in order to facilitate the division of the Bill into two, should that ultimately be decided upon. If not, they can be removed before the Bill is passed.

The 20th October, 1892. ALEX. EDW. MILLER.

Statement shewing where Enactments proposed for repeal are dealt with in the Bill.

Act XIX of 1838.	Bill.	REMARKS.
1	... ...	Repealed by Act XIV of 1870.
2 to 8 ...	... ...	Superseded by Chapter II of Bill.
9	... ...	Repealed by Act XII of 1876.
10 to 14 ...	... ...	Superseded by Chapter II of Bill.
15	... ...	Repealed by Act XII of 1876.
Schedule ...	... ...	Superseded by Chapter II of Bill.

Act X of 1841.	Bill.	REMARKS.
Title (in part), Preamble (in part), 2 ...	... ...	Superseded by Chapter II of Bill.
3	15 (2)	
4 to 12 ...	... ...	Superseded by Chapter II of Bill.
13	... ...	Repealed by Act XI of 1850.
14 to 23, 25 (in part) ..	... ...	Superseded by Chapter II of Bill.
26	... ...	As to registration, superseded by Chapter II of Bill. As to ships of Native States, obsolete.
27 (in part), Proclamation, Schedule ...	... ...	Superseded by Chapter II of Bill.

Act XI of 1850.	Bill.	REMARKS.
3 (in part) ..	11 (2) ...	
4 ...	Sch. III ...	

Act XIII of 1856.	Bill.	REMARKS.
54 ...	146 ...	

Act I of 1859.		Bill.		Remarks.
Preamble	...	Part III, preamble	...	
1 ...	...	... ...	...	Repealed by Act XIV of 1870.
2 ...	...	18 ...	...	
3 ...	...	18, 342 ...	...	
4 ...	...	21 ...	...	
5 ...	...	22 ...	...	
6 ...	...	22 ...	...	
7 ...	...	23 ...	...	
8 ...	...	19 ...	...	
9 ...	...	24 ...	...	
10 ...	...	24, 30 (1) ...	...	
11 ...	...	25 ...	...	
12 ...	...	26 ...	...	
13 ...	...	31, 34 ...	...	
14 ...	...	31 ...	...	
15 ...	...	27, 28 ...	...	
16 ...	...	29 ...	...	
17 ...	...	......		Repealed by Act XV of 1863.
18 ...	...	46 ...	...	
19 ...	...	47 ...	...	
20 ...	...	48 ...	...	
21 ...	...	......		Repealed by Act XV of 1863.
22 ...	...	51, 52 ...	...	
23 ...	...	53 ...	...	
24 ...	...	60 ...	...	
24A ...	...	61 ...	...	
25 ...	...	22 ...	...	
26 ...	...	54 ...	...	
27 ...	...	54 (c) ...	...	
28 ...	...	55(1) ...	...	
29 ...	...	59 ...	...	

Act I of 1859.	Bill.	REMARKS.
30	56	
31	67	
32	54, 68	
33	57 (2)	
34	58	
35	62	
36	70	
37	70	
38	71, 72	
39	73	
40	73	
41	79	
42	80	
43	81	
44	87, 347	
45	88	
46	82, 84	
47	74, 105	
48	57 (1), 75	
49	76	
50	103	
51	77	
52	78	
53	85	
54	86	
55	89	
56	347	
57	90	
58	92	
59	94	
60	95	
61	96, 99	

Act I of 1859.	Bill.	REMARKS.
62	101	
63	102	
64	107	
65	108	
66	110	
67	111	
68	112	
69	116	
70	113	
71	109, 115	
72	118	
73	120	
74	121	
75	122	
76	123	
77	124	
78	125	
79	129	
80	127	
81, 82 ...	......	Repealed by Act XV of 1863.
83	130	
84	132	
85	148	
86	134	
87	134	
88	143	
89	137	
90	138	
91	142	
92	139	
93	141	
94	140	

Act I of 1859.	Bill.	Remarks.
95	133	
96	145	
97	146	
98	147	
99	128	
100, 101, 102 ...	......	Repealed by Act IV of 1875.
103	165	
104	167	
105	166	
106	168	
107	169	
108	170	
109	171	
110	172	
111	346	
112, first para. ...	344	Unnecessary—see Act I 1868, s. 5.
112, second para....	... ...	
113	348	
114	5 (1), (2)	
115	63	
116	22	
117	64, 65	
118	3 (3), (4), (5) ...	The definitions of "India," "Local Government," "master" and 'person," and the clauses as to number and gender, are not reproduced—see Acts I of 1868 and I of 1887.
Table A ...	Schedule IV, Table A. ...	
Table B ...	Schedule IV, Table B. ...	

Act IX of 1874.	Bill.	Remarks.
31 (in part) ...	... ...	Superfluous—see 17 & 18 Vict., c. 104, s. 211, and 18 & 19 Vict., c. 91, s. 16.

Act XV of 1874.	Bill.	Remarks.
First and third schedules (in part).	... ...	The proposed repeals are consequential on the repeal of Acts I of 1859 and XIX of 1858.

Act XIII of 1876.	Bill.	REMARKS.
1	... ...	Formal clause.
2	3 (5)	
3	163	
4	150	
5	66	
6	136	
7	143	
8	144	The clause as to imprisonment in default of fine is omitted as superfluous—see Act I of 1868, s. 5.
9	... ...	See above, opposite Act I of 1859, s. 70.
10	... ...	See above, opposite Act I of 1859, s. 54.

Act IX of 1879.	Bill.	REMARKS.
1	5 (*1*), (*2*)	
2	2 (*2*)	
3	3 (*9*), 329	
4	330	
5	331	
6	330	
7	332	
8	333	
9	334	
10	335	
11	336	
12	337	
13	338	
14	339	
15	......	Unnecessary—see Act I of 1887, s. 8.
16	340	
17	......	Repealed by Act X of 1889.
Schedule ...	Schedule VIII ...	

Act VII of 1880.	Bill.	REMARKS.
1	......	Formal clause.
2	206	
3	5 (*1*), 205... ...	
4	3 (*11*), 206	
5, 6	......	
7	207	
8	208, 209	
9	210	
10	208	
11	214, 342	
12	214	
13	216	
14	216	
15	216	
16	217	
17	218	
18	219	
19	220	
20	221	
21	222	
22	223	
23	224, 343	
24	211	
25	212	
26	213	
27	225	
28	226	
29	227	
30	228	
31	229	

Act VII of 1880.	Bill.	REMARKS.
32, 33 ...	....	
34	237	
35	238	
36	239	
37	240	
38	....	Omitted as superfluous.
39	241, 342	
40	242, 343	
41	243	
42	244	
43	205	
44	234	
45	230	
46	231	
47	232	
48	233	
49	215	
50	341	
51	235	
52	235	
53	......	Omitted as being no longer required.
54	153, 163, 342 ...	
55	154	
56	155	
57	155	
58	156	
59	157	
60	157, 173 ...	
61	158	
62	159 ...	

Act VII of 1880.	Bill.	REMARKS.
63	160	
64	160	
65	160	
66	161	
67	162, 343	
68	246, 343	
69	247	
70	248	
71	250	
72	249	
73	251	
74	252	
75	253	
76	254	
77	255	
78	256	
79	257	
80	5 (*1*), (2)	
81	181, 342	
82	182	
83	183	
84	345	
85	236	
Schedule ...	Schedule VI. ...	

Act V of 1883.	Bill.	REMARKS.
1	......	Formal clause.
2 (*1*) ...	......	Repealing clause.
2 (2) ...	2 (*2*)	
3	......	Unnecessary—see Act I of 1887, s. 3 (*7*), (*8*).
4 (*1*) ...	258	

5 *ll*

Act V of 1883.	Bill.	Remarks.
4 (2) ...	127	
5	5 (1), (2)	
6	259, 341	The provision in s. 6 (3) as to imprisonment in default of fine is omitted as unnecessary—see Act I of 1868, s. 5.
7	260	
8	261	
9	262	
10	263	
11	264	
12	266	
13	265	
14	267, 341	
15	268	
16	346	
17	269	
18	35	
19	36	
20	38	
21	40	
22	41	
23	42	
24	43	
24A (1), (2) ...	37	
24A (3), (4) ...	40	
24A (5) ...	44	
25	......	Unnecessary.
26	49, 54	
27	50, 51	
28	50, 55 (2)	
29	50, 51	
30	52	
31	......	Repealed by Act X of 1889.

Act V of 1883.	Bill.	REMARKS.
32	164	
33	164	
34	... ...	Superseded by Chapter II of the Bill.
35	... ...	See above, opposite Act I of 1859, s. 11.
36	... ...	See above, opposite Act I of 1859, s. 129.
37	31 (5)	
38	... ...	Superseded by Chapter II of the Bill.

Act VI of 1884.	Bill.	REMARKS.
1	350	
2	351	S. 2 (3) of the Act is omitted as provided for now by Act I of 1887, s. 4.
3 (1) ...	......	Repealing clause.
3 (2)	2 (2)	
3 (3)	2 (3)	
4	2 (4)	
5 ...	10 (2), 352	Definitions of "vessel" and "master" omitted—see Act I of 1887, s. 3.
6	370	
7 (1), (2) ...	371	
7 (3) ...	408	
8	372	
8A	373	
9	374	
10	375	
11	376	
12	......	Repealed by Act III of 1890, s. 5.
13	377 (1)	
14	378	
15	379	
16	380 (1)	
17	381	
18	382	

Act VI of 1884.	Bill.	Remarks.
19	383	
20	384	
21	385	
22	357	
23 (*1*) ...	358	
23 (*2*) ...	360	
24 (*1*) ...	358	
24 (*2*) ...	360	
25	358	
25A	359	
26	360	
27	361	
28	364	
29	30 (*2*), 362	
30	390 (*1*)	
31	391	
32	392	
33	393	
34	394	
35	395	
36	396	
37	397	
38	398, 408	
39	399	
40	412	
41	400	
42 (*1*), (*2*) ...	409	
42 (*3*) ...	408	
43	366	
44	367	

Act VI of 1884.	Bill.	REMARKS.
45	368	
46	369	
47	386	
48	387 (1), (3)... ...	
49	388	
50	389	
51	405	
51A	404	
52	370	
53	377 (2)	
54	380 (2)	
54A	403	
55	365	
56	390 (2)	
57	367	
58	387 (2)	
59	406	
60	413	
61	410	
62	411	
63	......	Provided for by Act I of 1887, s. 8.
64	356	
65	10 (2), 353	
66	414	
67	355	
68	407	
69	409	The section is shortened with reference to Act I of 1887, s. 6. Sub-section (7) of s. 69 of the Act is omitted as unnecessary—see Act I of 1887, s. 5.
First Schedule ...	......	Enactments repealed.
Second Schedule ...	Schedule IX ...	

5 mm

Act VII of 1884.	Bill.	Remarks.
1, 2 (*1*) ...	......	Formal clauses.
2 (*2*) ...	......	Repealed by Act XII of 1891.
3 ...	3 (*2*), (*10*), (*11*) ...	
4 ...	184 ...	
5 (*a*), (*b*), (*e*) ...	184 (*2*) ...	
5 (*c*) ...	5 (*1*) ...	
5 (*d*) ...	5 (*2*) ...	
6 ...	186 ...	
7 ...	187 ...	
8 ...	188 ...	
9 (*1*) ...	189 ...	
9 (*2*) ...	342 ...	
9 (*3*) ...	341 ...	
10 ...	190 ...	
10A ...	191 ...	
11 ...	192 ...	
12 ...	193 ...	
13 ...	194 ...	
14 ...	......	Repealed by Act III of 1890.
15 ...	195 ...	
16 ...	196 ...	
17 ...	197 ...	
18 ...	198 ...	
19 ...	199 ...	
20 ...	200 ...	
21 ...	201 ...	
22 ...	202 ...	
23 ...	203 ...	
24 ...	204 ...	
25 ...	185 ...	
26 ...	24 ...	

Act VII of 1884.	Bill.	Remarks.
27 (*1*) ...	25	
27 (*2*) ...	27	
28	39	
29	27	
30	29	
31	32, 33	
32	32, 33	
33	32, 33 (*2*)	
34	34	
35	67, 68	
36	30 (*1*)	
37 (*1*), (*2*) ...	271	
37 (*3*) ...	341	
38	344	
39	345	
40	348	
41	......	Repealed by Act X of 1887.
42 (*1*) to (*6*) ...	343	See also Act I of 1887, s. 6.
42 (*7*) ...	......	Provided for by Act I of 1887, s. 5.
Schedule ...	Schedule V ...	

Act XII of 1885.	Bill.	Remarks.
Preamble ...	Part VI, preamble ...	
1	......	Formal clause.
2	......	Repealed by Act XII of 1891.
3	272	
4	273	
5	274	
6	275	
7	276	
Schedule ...	Schedule VII ...	

Act X of 1887.	Bill.	REMARKS.
1	......	Formal clause.
2 (*1*) ...	277 (*1*)	
2 (*2*) (*i*), (*ii*) ...	5 (*1*)	
2 (*2*) (*iii*) ...	5 (*2*)	
2 (*2*), (*iv*), (*v*) ...	277 (*2*)	
2 (*3*) ...	277 (*3*)	
3	......	Formal clause.
4 (*1*) ...	......	Repealing clause.
4 (*2*) ...	2 (*2*)	
4 (*3*) ...	2 (*4*)	
5	279, 344	
6	281	
7	282	
8	283	
9 (*2*) ...	284, 285	
10	284	
11	284	
11 (*c*) ...	303	
12	286	
13	287	
14	288	
15	289	
16	290	
17	325	
18 (*1*), (*2*), (*3*) ...	301	
18 (*4*) ...	302	
19	303	
20	292	
21	294	
22	295	
23	292	

Act X of 1887.	Bill.	REMARKS.
24	296	
25	297	
26	291	
27, 28 ...	298	
29	299	
30	300	
31	304	
32	305	
33	306	
34	308, 310	
35	316	
36	317	
37	318	
38	319	
39	320	
40	321	
41	311	
42	307	
43	312	
44	313	
45	314	
46 (*1*) ...	344	
46 (*2*) ...	348	
47	345	
48	328	
49	349	
50	346	
51	322	
52	323	
53 (*1*), (*2*), (*3*) ...	324, 343	
54	327	

Act X of 1887.	Bill.	REMARKS.
55	280	
56	326	
57	278	

Act III of 1890.	Bill.	REMARKS.
1 to 22 ...	......	See above, opposite the several sections to which ss. 1 to 22 of Act III of 1890 relate.

Act VI of 1891.	Bill.	REMARKS.
1 to 5... ...	......	See above, opposite the several sections of Act I of 1859 to which ss. 1 to 5 of Act VI of 1891 relate.
6 to 8 and Schedule	......	See above, opposite Act VII of 1880, ss. 72, 74 and Schedule.
9 to 13 ...	......	See above, opposite the several sections of Act V of 1883 to which ss. 9 to 13 of Act VI of 1891 relate.
14	45 ..	

Act VII of 1891.	Bill.	REMARKS.
1	......	Repealed by Act XII of 1891.
2 to 5 ...	......	Superseded by Chapter II of Bill.
6 (1) ...	......	Repealed by Act XII of 1891.
6 (2), 7, Schedule...	......	Superseded by Chapter II of Bill.

Act XII of 1891.	Bill.	REMARKS.
Second Schedule ... (Acts I of 1859, XIII of 1876, VII of 1880, V of 1883, VI of 1884, III of 1890, ss. 4 and 17, and VII of 1891).	......	See above, opposite the several Acts mentioned.

Act XIII of 1891.	Bill.	REMARKS.
1, 2 ...	... ...	See above, opposite the several sections of Act VI of 1884 to which ss. 1 and 2 of Act XIII of 1891 relate.
3 ...	... ...	Repealing clause.

Act XVII of 1891.	Bill.	REMARKS.
1	... ...	Formal clause.
2 to 5 ...	... ...	See above, opposite the several sections of Act VII of 1880 to which Act XVII of 1891 relates.

Mad. Act III of 1888.	Bill.	REMARKS.
70	146	

Bom. Act II of 1864.	Bill.	REMARKS.
15	... ...	Superseded by Chapter XXI of the Bill. Sections 292, 293 and 294 of the Merchant Shipping Act, 1854, have been repealed by 51 & 52 Vict., c. 24.

Ben. Act IV of 1866.	Bill.	REMARKS.
42	146	

Statement, shewing where English Enactments adapted, or proposed for adaptation, to India, or relating to India, are referred to in the Bill.

4 Geo. IV, c. 80 (Trading Vessels).	Bill.
25	50, 113.

16 & 17 Vict., c 84.	Bill.
1	294.

The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).	Bill.
2	3 (3), (4), (5), 250.
4	5 (1).
13	56.
15	214, 259.
122	18.
124	21.
125, 126	22.
127	23.
128	19.
130	20.
131, 132	24, 30 (1), 362.
133	30 (1), 362.
134	25, 358.
135	26, 359.
136	31, 34, 364, 365.
137	31.
138	27, 28, 30 (1), 360, 362.
139	29, 361.
141	21.
146	46.
147	47.
148	48.
149	49, 50, 51, 52, 54.

The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).	Bill.
150	51, 52.
151	53.
152	60.
154	22.
155	54.
156	54 (c).
157	55 (1).
158	59.
161	67.
162	54, 68.
163	57 (2).
166	58.
167	62.
168	71, 72.
169	72, 73.
170	79.
171	80.
172	81.
173	87.
174	88.
175	82, 84.
176	81.
181	74, 105.
182	57 (1), 75.
183	76.
184	103.
185	77.
186	78.
187	85.
188	89.
189	90.

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The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).	Bill.
191	92.
194	94.
195 (*1*), (*4*)	95.
196	96, 99.
198	98.
199	101.
202	102.
205	149.
207 (*1*), (*3*)	150.
208	151.
209, 210	152.
211	154, 155, 156, 158.
212	157, 158.
213	159, 160, 161, 163.
221	107.
222	108.
223	110.
225	112.
226	109, 115.
228	116.
232	118.
233	120.
234	121.
235	122.
236	123.
237	124.
238	125.
239	129, 406.
240	127.
241	262, 263, 264, 269, 393, 394, 395, 400.

The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).	Bill.
242	38, 40, 43, 262 (2), 366, 367, 368.
243	130.
244	132.
245	148.
246, 247	134.
248	143.
249	137.
250	138
251	142.
252	139.
253	141.
254	140.
255	133.
256	145.
257	146.
258	147.
259	128.
270	346.
280	165.
281	167.
282	166.
283	168.
284	169.
285	170.
286	171.
287	172.
291	33.
303, first clause	3 (*10*).
303, second clause	184.
305	189, 371.

The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).	Bill.
306	190, 372.
307	191, 204, 373, 385.
309	192, 200, 204, 374, 382, 385.
310	193, 375.
311	204, 385.
312, 313	194, 376.
314	191, 204, 373, 385.
315	184 (2), 196, 198, 370, 378, 380.
316	197, 379.
317	195, 377.
318	184, 186 to 188, 370.
319	403.
321	190, 372.
324, 325	404.
326	259, 390.
328	166.
396	5 (1), 330.
397	330.
400	332, 336.
401	335.
432	259, 390.
433	260, 266, 269, 391, 397, 400.
439	251.
450	252, 257.
452	254.
453	255.
458	253.
460	253 (2).
469	255, 256.
470	256.

The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).	Bill.
475	255.
520	345, 411.
523	348.
Table P.	Schedule IV, Table A.
Table Q.	Schedule IV, Table B.
Table T.	Schedules V and IX.

The Merchant Shipping Act Amendment Act, 1855 (18 & 19 Vict., c. 91).	Bill.
2	330.
4	332, 335, 336.
8	340.
16	154, 155, 160, 162.
19	249.

The Passengers Act, 1855 (18 & 19 Vict., c. 119).	Bill.
3 ("statute adult")	279 (*i*).
4	5 (*i*).
10	283, 305.
11	284.
19	288.
27	324 (*d*) to (*g*).
28	284.
31	283.
35, 37	324 (*a*).
41	291, 307.
42	324 (*c*).
43	324 (*b*).
44	300.
52	273.
55	276.
56	320.

The Passengers Act, 1855 (18 & 19 Vict., c. 119).	Bill.
99	272.
101	318.

The Merchant Shipping Act Amendment Act, 1862 (25 & 26 Vict., c. 63).	Bill.
5 (*1*)	32, 364.
5 (*2*), (*3*)	32.
5 (*4*)	32, 33, 364.
5 (*5*)	34, 365.
6	24, 30 (*1*), 357, 362.
7	30 (*1*), 362.
8	25, 358.
9 (*2*)	359.
10	27, 28, 29, 30 (*1*), 67, 68, 360, 361, 362.
11	263, 394.
12	192, 374.
15	18 to 23, 40, 47, 51, 54, 56, 57 (*2*), 59 to 61, 63 to 65, 67, 68, 70, 73, 79, 80, 82, 84, 87, 88, 95, 96, 99, 101, 102, 107, 109, 115, 137, 144, 145, 150, 152, 158, 171, 172, 238, Table A, Schedule III.
18	75 (*3*).
19	152.
21 (*1*)	97, 99.
21 (*2*), (*3*)	100.
21 (*4*)	101.
22	162.
23	37.
23 (*2*)	38, 366.
23 (*3*)	40.
23 (*4*)	43, 369.
23 (*6*)	366.
24	40, 367.

The Merchant Shipping Act Amendment Act, 1862 (25 & 26 Vict., c. 63).	Bill.
30 (*1*)	181.
30 (*2*)	182.
30 (*3*)	183.
34...	196, 204, 378, 385.
35 to 37	404.
47...	330, 340.
49 (*6*)	253 (*2*).
57...	181.

The Passengers Act Amendment Act, 1863 (26 & 27 Vict., c. 51).	Bill.
3	272.
9, 10	324 (*a*).
15	274.
16	275.
Schedule A	Schedule VII.

The Merchant Shipping Act, 1867 (30 & 31 Vict., c. 124).	Bill.
4	111.
7, 8	116.
9, (*1*), (*2*), (*6*), (*8*), (*9*)	113.

The Merchant Shipping Act, 1871 (34 & 35 Vict., c. 110).	Bill.
7	135.

The Merchant Shipping Act, 1872 (35 & 36 Vict., c. 73).	Bill.
8	191, 204, 373, 385, Schedules V and IX.
13	204, 385.
16	54 (*c*).

The Merchant Shipping Act, 1873 (36 & 37 Vict., c. 85).	Bill.
3, last proviso	9 (2).
7	50.
9	135.
22	259.
23	386, 387.
25	387.
26	388.
27	387.
Schedule III	Schedule III.

The Merchant Shipping Act, 1876 (39 & 40 Vict., c. 80).	Bill.
6, first para.	206.
6	115.
6 (1)	207.
6 (2)	207, 208.
6 (3)	208, 209.
6 (4)	209.
6 (5)	210.
6 (6)	208.
6 (7)	234.
6 (8) to (10)	214.
7, paras. 1, 2 and 3	216.
7 " 4	217.
8 (1)	218.
8 (2)	219.
8 (3)	220.
8 (4)	222.
8 (5)	221.
8 (6)	223.
9	3 (11), 224.
10, para. 1	225.
10 " 2	226.
10 " 3	227.

The Merchant Shipping Act, 1876 (39 & 37 Vict., c. 80).	Bill.
11, paras. 1 and 2	228.
11, para. 3	229.
12 (1)	214.
12 (2)	231.
12 (3)	233.
12 (4)	214, 215, 415.
12 (5)	341.
13	236.
15, para. 1	211.
15 " 2	212.
15 " 3	213.
16	184.
17	184 (2).
18	287.
19	203.
20	278.
26	205.
26 (1)	237.
26 (3) to (6)	238.
26 (7)	237.
27	205.
27 (1)	239.
27 (3) to (5)	240.
27 (6)	239.
28, para. 1	243.
28 " 2	244.
29	260, 266, 391, 397.
30, para. 1	260 (2), 265, 396.
30, paras. 2 and 3	265, 396.
30, para. 6	264, 395.
32	259.

The Merchant Shipping Act, 1876 (39 & 40 Vict., c. 80).	Bill.
34, para. 1	230, 231.
34 „ 2	232.
35, paras. 1 and 2	235.
35, para. 3	341.
44	205.

The Shipping Casualties Investigations Act, 1879 (42 & 43 Vict., c. 72).	Bill.
2	270, 401.
3 (*2*), (*3*)	265, 396.

The Merchant Seamen (Payment of Wages and Rating) Act, 1880 (43 & 44 Vict., c. 16).	Bill.
3 (*1*)	71.
3 (*4*)	73.
4 (*1*)	85.
4 (*2*)	80.
4 (*3*)	83.
4 (*4*)	85.
4 (*5*)	87.
5	124.
8	93.
10	130, 134.

The Merchant Shipping (Expenses) Act, 1882 (45 & 46 Vict., c. 55).	Bill.
4 (*d*)	102.
6	22 (*6*).

The Merchant Shipping (Colonial Inquiries) Act, 1882 (45 & 46 Vict., c. 76).	Bill.
3, 4	259.
5	37, 38.
6	270, 401.
7	38.

The Merchant Shipping (Fishing Boats) Act, 1883 (46 & 47 Vict., c. 41).	Bill.
54	131.

The Merchant Shipping (Miscellaneous) Act, 1887 (50 & 51 Vict., c. 62).	Bill.
2	30 (*1*), 362.

The Merchant Shipping (Life Saving Appliances) Act, 1888 (51 & 52 Vict., c. 24).	Bill.
1	175.
3	176.
4	177.
5	178, 179, 180, 342.
Schedule II	176.

The Merchant Shipping Act, 1889 (52 & 53 Vict., c. 46).	Bill.
1	92.
2	70.
4	86.
5	4, 354.

The Merchant Shipping Act, 1890 (53 & 54 Vict., c. 9).	Bill.
1	237, 239, 241.
2 (*1*)	241.
2 (*2*)	242.
4	236.
5	206.

The Merchant Shipping Act, 1892 (55 & 56 Vict., c. 37).	Bill.
1	206.
2	245.
3, 4, 6 (*2*)	106.

Explanation of abbreviations used in margin of Bill.

Bill of 1867 . . .	The Indian Shipping Bill, 1867, as amended by Select Committee and published in the Gazette of India, 1867, page 304. This Bill was not further proceeded with.
Bill of 1882 . .	The Indian Merchant Shipping Bill, 1882, published in the Gazette of India, 1882, Part V, page 666. This Bill was to some extent a consolidating Bill, but ultimately took the form of a mere amending Act (Act V of 1883).
1823	4 Geo. IV, c. 80 (Trading vessels).
1853	16 & 17 Vict., c. 84.
1854	The Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104).
1855	The Merchant Shipping Act Amendment Act, 1855 (18 & 19 Vict., c. 91).
1855 (Passengers) .	The Passengers Act, 1855 (18 & 19 Vict., c. 119).
1862	The Merchant Shipping Act Amendment Act, 1862 (25 & 26 Vict., c. 63).
1863	The Passengers Act Amendment Act, 1863 (26 & 27 Vict., c. 51).
1867	The Merchant Shipping Act, 1867 (30 & 31 Vict., c. 124).
1871	The Merchant Shipping Act, 1871 (34 & 35 Vict., c. 110).
1872	The Merchant Shipping Act, 1872 (35 & 36 Vict., c. 73).
1873	The Merchant Shipping Act, 1873 (36 & 37 Vict., c. 85).
1876	The Merchant Shipping Act, 1876 (39 & 40 Vict., c. 80).
1879	The Shipping Casualties Investigations Act, 1879 (42 & 43 Vict., c. 72).
1880 (Wages, &c.) .	The Merchant Seamen (Payment of Wages and Rating) Act, 1880 (43 & 44 Vict., c. 16).
1882 (Expenses) . .	The Merchant Shipping (Expenses) Act, 1882 (45 & 46 Vict., c. 55).
1882 (Colonial Inquiries)	The Merchant Shipping (Colonial Inquiries) Act, 1882 (45 & 46 Vict., c. 76).
1883	The Merchant Shipping (Fishing Boats) Act, 1883 (46 & 47 Vict., c. 41).
1887	The Merchant Shipping (Miscellaneous) Act, 1887 (50 & 51 Vict., c. 62).
1888	The Merchant Shipping (Life Saving Appliances) Act, 1888 (51 & 52 Vict., c. 24).
1889	The Merchant Shipping Act, 1889 (52 & 53 Vict., c. 46).
1890	The Merchant Shipping Act, 1890 (53 & 54 Vict., c. 9).
1892	The Merchant Shipping Act, 1892 (55 & 56 Vict., c. 37).

By the Short Titles Act, 1892 (55 Vict., c. 10), it was declared of most of the above Statutes that they might be cited by the collective title "The Merchant Shipping Acts, 1854 to 1890."

S. HARVEY JAMES,

Secretary to the Government of India.



The Gazette of India.

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☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART VI.

Abstract of the Proceedings of the Council of the Governor General of India assembled for the purpose of making Laws and Regulations.

GOVERNMENT OF INDIA.

LEGISLATIVE DEPARTMENT.

ABSTRACT OF THE PROCEEDINGS OF THE COUNCIL OF THE GOVERNOR GENERAL OF INDIA, ASSEMBLED FOR THE PURPOSE OF MAKING LAWS AND REGULATIONS UNDER THE PROVISIONS OF THE ACT OF PARLIAMENT 24 & 25 VICT., CAP. 67.

The Council met at Viceregal Lodge, Simla, on Thursday, the 20th October, 1892.

PRESENT:

The Hon'ble Sir P. P. Hutchins, K.C.S.I., *presiding.*
His Honour the Lieutenant-Governor of the Punjab, K.C.S.I.
His Excellency the Commander-in-Chief, V.C., G.C.B., G.C.I.E., R.A.
The Hon'ble Sir D. M. Barbour, K.C.S.I.
The Hon'ble Sir A. E. Miller, KT., Q.C.
The Hon'ble Lieutenant-General H. Brackenbury, C.B., R.A.
The Hon'ble Sir C. H. T. Crosthwaite, K.C.S.I.
The Hon'ble G. R. Elsmie.

GOVERNMENT MANAGEMENT OF PRIVATE ESTATES BILL.

The Hon'ble SIR PHILIP HUTCHINS moved that the Report of the Select Committee on the Bill to provide for the levy of a rate on private estates under the management of Government to meet the cost of superior supervision and management be taken into consideration. He said :—

"I shall not trouble the Council with many general remarks on the policy of this Bill. It is enough to remind them of the fundamental principle upon which it rests, namely, that it is only for the benefit and protection of private proprietors that the State undertakes the management of their estates, and that consequently all expenditure incidental to such management, including a fair share of the pay of supervising officers, ought be provided for out of the income of the estates, and not out of funds levied from the general taxpayer.

The Bill has been favourably received in all the provinces, and, I believe, by the Press also so far as it has been noticed at all. I may therefore pass on at once to a brief statement of its principal details, noticing in particular those in which the Select Committee has made any material alteration.

"Of the definitions contained in the second section the most important is that which indicates the income upon which the Government rate or commission is to be calculated. We have made it clear that borrowed money is not to be taken as income. The sale-proceeds of immoveable property have all along been excluded; we have now exempted also the proceeds of such moveable property as would itself be properly classed as capital. I will illustrate what is meant by an example. Jewels could not be properly classed as income, but are capital. Accordingly, if the Court of Wards ever finds it expedient to sell any of its wards' jewels, the money realized will not be regarded as income and will not be liable to the rate. On the other hand, there are obviously many kinds of moveable property which could not be classed as capital. Such, for instance, are the crops raised on the proprietor's home-farm, the produce of his cattle, and in horse-breeding districts his young stock. Where these are sold the proceeds will be regarded as income. The Bengal Government wished to assess the rate on the 'current demand,' or rents payable by the tenants of the estate, but we preferred to adhere to the draft Bill in this respect, as the alternative proposal would have left out of account all such items as I have just indicated.

"Then comes section 3, which empowers the Government to levy a rate on all income, defined as I have stated; but this rate is subject to two limitations: it must not be more than sufficient to cover a reasonable estimate of the cost of establishments and contingent expenditure, and it must in no case exceed 5 per cent. The maximum first proposed was 4 per cent., but instances have been adduced from Bengal, the Punjab and Ajmere which seem to show that a somewhat larger percentage may occasionally be required. We have accordingly allowed a maximum of 5 per cent. This rate will cover, among other things, all ordinary legal advice, and it will of course be subject to the other condition that no more is to be taken than the estimated value of the services rendered.

"Power is reserved to the Local Government to reduce or remit the rate whenever this seems equitable, and the Committee has inserted a proviso to make it clear that whenever any considerable special establishments are entertained for an estate its claim to a reduction shall receive due attention.

"I have been asked how this will work, and in reply it may be convenient that I should explain how I anticipate that Local Governments will ordinarily proceed. General estimates of the cost of supervision and management have already been framed in all provinces, and the probable income of each estate will be shown in its annual budget. As soon as the budgets are ready for next year—or at once upon the estimates of the current year—the Court of Wards or Financial Commissioner will probably submit a statement showing the amount to be raised, the aggregate income, and what estates have special managers or any other special establishments which would give them a claim to reduction. They will also propose a general rate and such reductions as appear to them appropriate; and thereupon the Local Government will determine the rate and what reductions or remissions shall be allowed. In subsequent years, if matters have generally remained the same, it will only be necessary to show changes which have taken place or are proposed. As an instance of a case in which reductions should be allowed, I may refer to a province in which most of the smaller estates are under the direct management of tahsildars, although others have special managers. The former would naturally be made subject to the full rate, while the latter would be entitled to a reduction.

"The next section to be noticed is section 5. This provides that nothing in the Act is to apply to establishments specially entertained, or to expenditure specially incurred, for any estate or group of estates. It has been objected that the Bill gives no power to charge such special expenditure to the estates; but the reason is obvious. Every estate is clearly liable for its own special expenditure under the general law. The only doubt has been whether the cost of general supervision and management could be levied from all estates by a general rate, and it is that doubt which will now be removed. For the same

reason it has not been thought necessary to provide that the rate shall take precedence over private debts. Creditors can only look to the net income, or, in other words, to the gross income less the cost of management and other expenditure incurred in the realization of the income.

"In conclusion I have only to mention that we have added a section, at the instance of my hon'ble friend the Lieutenant-Governor of Bengal, repealing enactments which provide in that province for very nearly the same matters as are dealt with by this Bill, but not so comprehensively."

The Motion was put and agreed to.

The Hon'ble SIR PHILIP HUTCHINS also moved that the Bill, as amended, be passed.

The Motion was put and agreed to.

LOWER BURMA TOWNS BILL.

The Hon'ble SIR CHARLES CROSTHWAITE moved that the Report of the Select Committee on the Bill to further provide for the Administration of Towns in Lower Burma be taken into consideration.

He said that he had nothing now to add to what he had said when he introduced the Bill. The Select Committee had received no criticisms whatever from the public, and the Bill had been accepted as it stood by the Local Government.

The Motion was put and agreed to.

The Hon'ble SIR CHARLES CROSTHWAITE also moved that the Bill be passed.

The Motion was put and agreed to.

LANSDOWNE BRIDGE BILL.

The Hon'ble SIR ALEXANDER MILLER moved that the Bill to remove doubts as to the levy and collection of tolls upon the Lansdowne Bridge over the Indus at Sukkur in the Presidency of Bombay, and for other purposes, be taken into consideration.

He said that the Bill, as he had explained at the last meeting of the Council, was merely intended to meet an accidental draftsman's error in the Bombay Act, III of 1875; it had not been considered that there was anything in the Bill which required its reference to a Select Committee; and he would, therefore, ask the Council now to take it directly into consideration.

The Motion was put and agreed to.

The Hon'ble SIR ALEXANDER MILLER said :—

'Before I make the next Motion I must ask the permission of the Council to move an amendment in this Bill of which I have not given notice. The fact is that I was so much taken up with other matters that I was not able until this morning to settle the exact terms in which the amendment is to run. The last clause of the Bill is very badly drawn, and as I drew it myself I have the less hesitation in saying so. As drawn it would appear only to apply to public roads or bridges already made, whereas it is quite clear that a similar slip might occur in the case of a road or bridge which may hereafter be made. It is therefore desirable to alter the clause so as to make it clear that in such cases also this Act shall apply.

"As hon'ble members have the Bill before them I will not trouble them by reading the clause as it stands, but I will read it as I propose that it shall stand. I propose that it shall run in this way :—

Application of Act to public roads and bridges.

'When any public road or bridge has or shall have been made and repaired at the expense of the Government of India and no other adequate provision shall have been made for the levy and collection of tolls thereon, the Governor General in Council may, by notification in the Gazette of India, apply this Act to such road or bridge, and thereupon all the provisions of this Act shall apply to such road or bridge as if the same had been herein named in addition to the said Lansdowne Bridge.'

"The last alteration, namely, the substitution of the words 'in addition to' for the words 'instead of', I am making at the suggestion of Sir Philip Hutchins, who pointed out that the words as they stood might have the effect of cutting out the Lansdowne Bridge from the operation of the Act, if it were applied to any other road or bridge.

"I move therefore that section 4 of the Bill be amended so as to run in the manner in which I have read it."

The Motion was put and agreed to.

The Hon'ble SIR ALEXANDER MILLER also moved that the Bill be passed.

The Motion was put and agreed to.

MERCHANT SHIPPING BILL.

The Hon'ble SIR ALEXANDER MILLER also moved for leave to introduce a Bill to consolidate and amend certain Indian enactments relating to Merchant Shipping and the carriage of passengers by sea. He said:—

"The Bill which I ask leave to lay before the Council is at present in the form of two Bills, but on account of certain difficulties connected with the Rules of Business, which it is not necessary for me to go into at any length here, I feel myself obliged to propose to introduce one Bill only, although I give notice now that when we go before the Select Committee I will ask that Committee to restore the arrangement and separate the Bill into two Bills. The Bill, or at least a substantial part of it, has been settled in communication with the Finance Department.

"This Bill, then, comprising 415 sections, consolidates 14 entire Acts and portions of 10 other Acts, or, in other words, some 506 entire sections, besides portions of other sections. It carries the process of consolidation as far, I think, as is practicable. There may be some few scattered enactments on the Indian Statute-book which might be included in the Bill, and which further examination at leisure, or the reports of Local Governments, may bring to light; but at present I believe the Bill comprises all enactments which can conveniently be included in it.

"The reasons for the exclusion from this Bill of certain subjects (which I will enumerate in a moment) which seem at first sight intimately connected with it are given at length in a very able and exhaustive note by Mr. F. G. Wigley, of the Legislative Department, which will, I trust, be circulated along with the Bill, and to which I would take the liberty of referring any hon'ble member who may be desirous of looking more closely into the question.

"It is obvious that in a system of law like ours there must be many subjects which are so intermingled that no one of them can be dealt with exhaustively by itself, and all that you can do is to make your classification as complete as may be, so as, on the one hand, to bring together in convenient groups those matters which are closely allied, and on the other to avoid the temptation of casting your net too wide, so as to make your Acts unwieldy in themselves besides swelling the Statute-book to an unnecessary and burdensome extent.

"The various enactments relating to local ports, quarantine, sea customs, emigration and Courts of Admiralty, all of them more or less connected with the subject of merchant shipping, have therefore been excluded from the present Bill; if necessary, each of these matters may conveniently form the subject of separate consolidation.

"The Bill embodies, besides the Indian Acts already referred to, as many of the provisions of the English Merchant Shipping Acts, 1854 to 1892, as are within the legislative powers entrusted to this Council and as it seemed desirable to include in a Bill, like the present, for consolidating and bringing up to date the Indian Statute law. On the other hand, it leaves outstanding many provisions of those Acts which incidentally apply to India but which it is beyond the power of this Legislature to repeal or re-enact.

"Accompanying the Bill will be found four statements, marked A, B, C and D, respectively, showing the corresponding clauses of the existing Acts (Indian and

English) and of the Bill in parallel columns. These statements have been prepared with great care by Mr. Wigley, and, though I have not had time to go completely through them and verify the references one by one, I have found them, wherever I have had to make use of them, thoroughly accurate, and I have no doubt that hon'ble members may implicitly rely upon them as correct.

"The Bill is divided into forty-five chapters, which have been grouped in ten parts.

"Part I contains the usual preliminary clauses, of which I need only call attention to section 4, which, in anticipation perhaps of future invention, provides that the clauses affecting steam-ships shall be applicable *mutatis mutandis* to vessels driven by electricity or other mechanical power.

"Part II, which deals with measurement and registry of British ships, has been intentionally limited in its operation. It seems doubtful whether the authority of this Council in this matter has not been accidentally limited by English legislation, and it has also been deemed expedient to pay a certain amount of deference to a somewhat questionable opinion of the Board of Trade, expressed in a letter dated 4th May, 1869, to which I will call attention bye and bye.

"The subject of registration has presented much difficulty, delicate issues both of law and policy constantly arising, and it is therefore desirable that I should state the position somewhat in detail.

"The Statute 3 & 4 Vict., c. 56, sections 3 and 4, conferred the following powers on the Governor General of India in Council:—

(*a*) power to declare that ships built within the limits of the Charter of the East India Company, being owned by Her Majesty's subjects for whom the Governor General in Council has power to legislate, and belonging to British Indian ports, shall be deemed to be British ships for all purposes of trade within the said limits, including the Cape of Good Hope and the territories and dependencies thereof;

(*b*) power, upon such declaration being made, to make regulations—

(*i*) concerning the registering, licensing, and ascertaining the admeasurement of the tonnage and burden, of such ships, and

(*ii*) generally, for the trading of such ships within the limits aforesaid; and

(*c*) power to make regulations for admitting to all or any of the privileges and advantages of British ships for the purposes of trade within the limits aforesaid any ships—

(*iii*) belonging to Native Princes or States in subordinate alliance with, or having subsidiary treaties with, the East India Company, or

(*iv*) owned by subjects of any such Prince or State;

such regulations to provide for the granting to such ships of licenses or passes, and generally for the trading of such ships within the limits aforesaid.

"These powers were exercised by the Proclamation appended to Act X of 1841, by that Act itself, and by Act XI of 1850; and it was provided by the first-mentioned Act that ships of Native States, to obtain passes, should be commanded by a British subject for whom the Governor General in Council has power to legislate.

"These regulations were in a certain sense superseded by the Merchant Shipping Act, 1854 (17 & 18 Vict., c. 104), Part II of which provides for the registration of ships not only in the United Kingdom but throughout Her Majesty's dominions. The Statute 3 & 4 Vict., c. 56, was, however, saved by section 108 of the Statute of 1854, and consequently the registration of ships under the Indian Acts of 1841 and 1850 continued to be lawful. But, for some reason, which may be guessed at, though never authoritatively explained, the sections of the Statute 3 & 4 Vict., c. 56, which I have read were repealed by the Statute Law Revision Act, 1874, No. 2 (37 & 38 Vict., c. 96), with a saving, however, which continues the Indian Acts in force as they stood at that date.

"Registration under Acts X of 1841 and XI of 1850 is optional, and confers the privileges of a British ship within certain limits only, *viz.*, those of the old East India Company's Charter, whereas registration under the Merchant Shipping Act, 1854, is good all over the world: consequently, certain classes of ships (namely, those of European build,) have long been registered in British India under that Act, so that registration in this country is carried on, in different cases, under both English and Indian Acts. Besides those Acts there is a local Act (XIX of 1838) which makes compulsory the registration under it of 'vessels belonging to any of Her Majesty's subjects residing within the Presidency of Bombay, and employed on the coasts of the territorries subject to the Government of Bombay or in trading coastwise,' and 'fishing vessels and harbour craft belonging to any of Her Majesty's subjects.'

"We thus have three sets of provisions for the registration of ships in British India (excluding Bombay Act I of 1863, which refers only to the river Indus)—

(1) the English Merchant Shipping Acts,

(2) Act XIX of 1838 (Bombay Coasting Ships), and

(3) Act X of 1841, as amended by Act XI of 1850 and subsequent enactments.

"The Council will perceive that by the repeal of 3 & 4 Vict., c. 56, ss. 3, 4, the power of the Governor General in Council to re-enact the provisions of Acts X of 1841 and XI of 1850 in the present Bill has apparently been taken away, although those Acts, so long as they remain unrepealed, are by virtue of the saving clause already mentioned preserved in full force and validity. It has therefore been considered advisable to omit from the consolidation now proposed those provisions of the Acts in question which it is thought necessary to keep alive. This of course mars the symmetry of the present Bill, but that has been thought preferable to running any risk of our legislation being set aside as *ultra vires*.

"Further, it has been deemed advisable to restrict our legislation on the subject of measurement of tonnage to the case of native craft plying exclusively in our own waters, and, on the subject of registration generally, to enact provisions merely in adaptation of or ancillary to the English provisions on the same point, in deference to the views of the Board of Trade expressed in the letter already mentioned. This letter, which is dated the 4th May, 1869, and was written by the Board of Trade in reference to the Bill of 1867 for the consolidation of the Indian Merchant Shipping Law, contains the following passages:—

'The Bill contains certain provisions which are already on the Imperial Statute-book, and which should remain on the Imperial Statute-book and on that Statute-book only.

'The most important of these are the provisions which relate to the description, ownership and measurement and registry of British ships.

'It is obviously the function of the Imperial Legislature, and of the Imperial Legislature only, to declare what shall entitle ships to claim British nationality; in other words, who are the persons entitled to own British ships and under what regulations they shall be placed on the register. It is also important, as a matter of imperial and even of international convenience, that the rules concerning the measurement of tonnage should be identical throughout the Empire; and it is no less important that the rules which govern title as conveyed by the register should be uniform. It is obvious that these objects cannot be effectually secured if each British Possession legislates independently on these subjects.'

"It is true that the position thus taken up by the Board of Trade is unconstitutional and untenable, and would not be admitted for a moment in any of our self-governing colonies. He would be a bold man who would read such a letter without disclaimer in the Parliament at Ottawa or Sydney. No representative body can have any authority to legislate directly for any territory not represented in it, whatever indirect power it may have by reason of its control over the persons, whether the Ministers of the Crown or a subordinate Legislature, in whom the territorial authority is directly vested.

"The doctrine of the Board of Trade's letter, if carried to its logical conclusion, involves the principle of Lord North's Stamp Act, which cost England the American Colonies, and of the declaratory Act of George I which would have cost her the possession of Ireland if it had not been promptly disclaimed just 110 years ago.

"Moreover, although the 'Imperial Parliament' is a convenient phrase to denote the United Parliament sitting at Westminster, and was originally, I believe, used to distinguish that body from the Parliaments of Great Britain and of Ireland respectively, no body to which that name is really applicable is yet in existence, and, although it is by no means impossible that such a body may be established hereafter, I doubt very much whether the youngest man present will live to see that day. That the Parliament of the United Kingdom of Great Britain and Ireland (this is the correct title of the august body referred to) is not an Imperial Legislature is abundantly clear, if only from the fact that, within the last three years, two bodies, neither of which can compare with this Council either in dignity or importance—the States of Jersey and the House of Keys of the Isle of Man—have successfully resisted attempts to alter their institutions by direct Parliamentary action.

"But I need not discuss this question at length, because under the circumstances it is of purely academical interest: (1) because the authority of Parliament over this Council, which is its own creature, is unquestionable, and (2) because, even if that were not so, it is obviously desirable that the systems of measurement and registry should be the same throughout the Empire, and that for that purpose the provisions of the English Statutes should be relied on for British Indian ships with such additional provisions as may be requisite to meet the case of ships belonging to the subjects of Native Princes or other special cases. This view was accepted by the Government of India in their despatch No. 13, dated 15th July, 1869, and under these circumstances it is proposed by the present Bill to repeal Act XIX of 1838 and so much of Acts X of 1841 and XI of 1850 as deals with the registration of ships, and to leave all registration in British India for the future to be conducted under the English Merchant Shipping Act, 1854, as amended by subsequent Acts, subject to the qualifications necessary to meet the peculiar circumstances of Indian shipping.

"While, however, repealing those portions of Acts X of 1841 and XI of 1850 which relate to registration, the portions relating to the grant of passes to ships belonging to Native Princes or States or their subjects have been left untouched. It is desirable to maintain these provisions, but it is not possible, for the reasons already mentioned, to re-enact them at the present day.

"The Government of India appears to have no information as to why section 4 of the Statute 3 & 4 Vict., c. 56, was repealed in 1874, but, as the repeal was effected by a Statute Law Revision Act, the probability is that, as the Act had been superseded in England by the later Merchant Shipping Acts, it was supposed to be spent, and the Statute Law Revision Committee did not notice that it still was operative to authorize this Council to do what it could not do without such authority, *viz.*, to confer the privileges of British ships on ships which do not fulfil the conditions specified in section 18 of the Merchant Shipping Act, 1854. It has been suggested that the Secretary of State should be addressed on the subject and asked to bring in a Bill for reviving the section, with such amendments as present circumstances require. It is not understood why the useful power conferred by the section should have been withdrawn, and it is, moreover, inconvenient that there should be on the Indian Statute-book enactments which the Indian Legislature is powerless to amend or re-enact. With that, however, we are hardly now concerned. The Merchant Shipping Act, 1854, section 547, confers on the legislative authority of any British possession power to repeal wholly or in part any provisions of that Act relating to ships registered in that possession, subject to the approval of Her Majesty by Order in Council; and this power has been relied upon, so far as may be necessary, for legalising the provisions of Chapter II of the present Bill.

"It might be urged against this plan that the provisions of the English Statute law on the subjects of measurement, marking and registration, and the orders of the Board of Trade under them, are so scattered that it will be difficult for registrars in Indian ports to ascertain what their duties will be. This inconvenience exists at present in cases where ships are already registered in British India under the English law, although it is to some extent minimised by the periodical publication of the rules and orders of the Board of Trade in pamphlet form; and care will be taken further to reduce it as far as possible when a new edition of Pearson's Digest is taken is hand. I admit that it would

be preferable, if it were possible, to embody in the Bill a simple law for the registration of coasting craft; but the Government of India, as I have already explained, is not free to pass such a law, and must wait for the necessary powers if and when Parliament may choose to confer them.

"Part III of the Bill, which contains eighteen chapters, or nearly one-half of the whole, deals with masters, seamen and apprentices.

"It is practically a reproduction of the existing law except where that differs from the law of England, to which it is proposed to assimilate it in several respects, the most important of which will be found at section 31 in Chapter V, which follows closely the provisions of the Merchant Shipping Act, 1854, sections 136, 137, as to the certificates to be required for the officers of foreign-going ships, and section 33, in the same chapter, which requires foreign steam-ships carrying passengers locally in British India, *i. e.*, from one British Indian port to another British Indian port, to have on board certain officers with British certificates unless specially exempted therefrom by the Local Government with the sanction of the Governor General in Council.

"There are also some useful provisions inserted with a view to securing that seamen shall not be bound by agreements which have not been properly explained to and understood by them.

"I ought perhaps to call particular attention to section 93 in Chapter XI, which gives the Court before which any proceeding is pending relating to a dispute between master and seaman or master and apprentice an equitable power of going behind the bond. The section is copied verbatim from the Merchant Shipping Act, 1880, section 8, and, though the Courts concerned, which include even any Magistrate, seem hardly of weight enough to be trusted with so important a discretion, it may, I presume, be accepted. I believe it has not been found productive of any practical inconvenience in the twelve years during which it has been law in England.

"Sections 97 and 100, which relate to the recovery of the wages of seamen or apprentices who are lost with their ship, are taken from the provisions of the Merchant Shipping Act, 1862, section 21, with certain alterations in procedure to adapt the section to local circumstances.

"Section 106 introduces into India provisions similar to those enacted for the United Kingdom by sections 3, 4 and 6 (2) of the Merchant Shipping Act, 1892, passed last June. The necessity for inspecting seamen's provisions has been felt in India as well as in England. The recent case of the *Crofton Hall* at Calcutta is one in point. It is hoped that this section, in conjunction with section 109, which is a reproduction of Act I of 1859, section 71, will be found to make sufficient provision for the inspection of provisions and water for the crews, both lascar and European, of ships, both home-trade and foreign-going.

"Section 114 requires special notice. It purports to limit the size of lascars' chests to a maximum of six cubic feet—rather less than two full-sized office boxes. It is inserted merely for discussion, in accordance with the wish of the Finance Department. The policy of the section has been questioned by His Excellency the Viceroy, and it is intended to refer the matter to Local Governments for further consideration.

"Section 135 adapts to India the provisions of section 7 of the Merchant Shipping Act, 1871, and section 9 of the Merchant Shipping Act, 1873, for the protection of seamen charged with desertion in cases where the defence consists of an allegation of unseaworthiness or unsafety of the ship, or insufficiency of accommodation for the crew.

"I do not think there is anything else in this Part of the Bill to which I need direct your attention. There are numerous small amendments of the law, almost invariably taken from the provisions of the English Acts, and none of them of sufficient importance to require specific mention at present.

"Part IV deals with safety and prevention of accidents. Chapter XXI, with which it begins, is entirely new. It enacts for India the provisions of the Merchant Shipping (Life-saving Appliances) Act, 1888 (51 & 52 Vict., c. 24). That Statute already incidentally extends to India, since it applies to all British ships and is not locally restricted; but the practical working of the Statute depends entirely on the making of rules under section 3, and the rules made

by the Board of Trade do not apply to India. The Board, as constituted in 1889, seem to have taken a more constitutional view of their functions than their predecessors of twenty years previously, and they accordingly announced on the 21st December in that year that they 'did not propose to take any steps with regard to the life-saving appliances on board ships leaving ports out of the United Kingdom,' and that 'it would be competent for the Government of India to take such steps as they might think fit with regard to the enforcement of the rules in India.' The proper course appears to be to re-enact the provisions of the Statute for India and to give the Local Governments (with the previous sanction of the Governor General in Council) power to make rules for working it, and this is the course now proposed to be taken.

"The rest of this part is practically the re-enactment of existing law, including the Load-lines Act of last year, and does not seem to call for any specific mention.

"Part V deals with wrecks, casualties and investigations. There are only two points in it which seem to call for remark.

"Under the existing law (Act V of 1883, section 10,) the Local Government may direct an independent investigation into a charge of incompetency or misconduct to be made by—

(*a*) a Court of Admiralty, or

(*b*) (where there is no Court of Admiralty) a principal Court of ordinary criminal jurisdiction.

"It is proposed by section 263 to empower the Local Government to select for the purpose of holding such an investigation a Presidency Magistrate or (for the Mufassal) a Magistrate of the first class. I am doubtful of the advisability of this provision; I do not think that the substitution in England of a Metropolitan Police Magistrate for the Wreck Commissioner has been a happy one, but there can be no harm in calling attention to the question.

"The other point is not, I think, open to controversy. It arises on section 270. When an investigation has been held into a shipping casualty, or into the conduct of a master, mate or engineer, it is desirable that the Local Government should, if sufficient cause arises, have power to order a re-hearing. The only power under the existing law to order a re-hearing is that conferred on the Board of Trade by section 2 of 42 & 43 Vict., c. 72, and section 6 of 45 & 46 Vict., c. 76. The provisions of the sections named, as to re-hearing, have been incorporated, with the necessary alterations, in section 270 of the Bill, the Local Government being substituted for the Board of Trade. The section will not of course interfere with any power the Board may have to order a re-hearing on its own account, as to the extent of which power it is not necessary for me to offer any opinion.

"Part VI deals with assistance to passengers abroad. It does not call for any remark at present, but I think it should be referred to the Home and Revenue Departments for any suggestions which they may wish to make for its amendment. Amongst other things, the enumeration of voyages in section 272 may need revision.

"Part VII incorporates and consolidates the law affecting native passenger-ships. A Commission was appointed in 1890 to enquire into the administration of the Native Passenger-ships Act (X of 1887). This Part reproduces that Act revised in accordance with such of the recommendations of the Commission as have been accepted in the Finance Department.

"The principal amendments are that the definition of a long voyage has been altered so as, amongst other things, to include all voyages to Aden and beyond, and that quite new definitions have been inserted of shelter-port voyages and excursion voyages, and that general provisions for all voyages and the special provisions for long voyages on the one hand, and short, shelter-port and excursion voyages on the other, have been put into separate chapters. Some extra penalties have also been provided for breaches of duty on the part of the master, and the power of making rules has been extended so as to provide for proper deductions from the calculated space measured for passengers in cases where live-stock are carried in such space.

"Part VIII embodies the law as to coast-light dues. The only point in it requiring notice is that by section 330 power has been given to abolish coast-light dues either entirely or in respect of any class of ships. It is expedient that the Government should possess this power, to be exercised when it is found that certain ships are made to pay dues which derive no benefit from the lights, or when the receipts are much in excess of the expenditure.

"Part IX contains a number of miscellaneous clauses of an ancillary nature such as are now usually inserted in Acts of this Council, and most of which merely reproduce the existing law.

"Section 344 provides that offences against the Act or any rule made thereunder shall be triable by a Presidency Magistrate or a Magistrate of the first class, following in that respect the provision in Act VII of 1884, which seems the most reasonable of the provisions to be found in the Acts consolidated. It is not of much consequence perhaps what the rule may be, but it certainly should be uniform: at present what it is depends not upon the character of the offence, but upon the Act under which the offence is tried.

"There are one or two other amendments of matters of procedure, of which the most important is contained in section 346, which combines the provisions of Act I of 1859, Act V of 1883 and Act X of 1887 as to the use as evidence of depositions of absent witnesses. These provisions have been applied to all legal proceedings under the Bill with certain alterations, namely:—

(1) Depositions are made admissible if the defendant or the person accused, as the case may be, fails to produce the witness, instead of, as at present, on proof that the witness cannot be found within the jurisdiction. As the deposition must have been taken in his presence, and full power and opportunity of cross-examination must have been reserved for him, there can be no injustice in throwing upon him the onus of producing the witness, if within the jurisdiction, and if he thinks it worth his while to do so.

(2) The clause as to cross-examination of the witness whose deposition it is proposed to receive in evidence is applied to civil as well as criminal cases. Without cross-examination no evidence is reliable, and there can be no reason why a witness in a civil suit should be exempted from the ordeal.

(3) It is provided that, where such a cross-examination has taken place, the deposition shall not be received in evidence unless the cross-examination is recorded as part of the deposition. This is to prevent a cross-examination from being burked; if the examination-in-chief could be used without producing the cross-examination, the prosecution might in some cases be tempted to throw the onus of producing the cross-examination on the accused.

"These alterations have been specifically approved after examination in the Home and Legislative Departments.

"The tenth Part of the Bill is that which is printed separately under the name of the Inland Steam-ships Bill. It may be dismissed in comparatively few words. It is practically a reprint of the Inland Steam-vessels Act (VI of 1884) as amended by Acts III of 1890 and XII and XIII of 1891, and it is obviously necessary in dealing with merchant shipping generally that these Acts should be consolidated.

"Mr. Ilbert in his speech in Council on this subject on the 2nd March, 1883, expressed an opinion that it was desirable to keep the provisions as to inland steam-ships in a separate Act, rather than to embody them in an Act dealing with merchant shipping, because the law on the latter subject is liable to be affected by legislation in England, while the regulation of inland steam-ships is a matter solely within the scope of Indian legislation. In deference to that opinion the enactments with reference to inland steam-ships have been prepared in the shape of a separate Bill, but there have been found inconveniences connected with the Rules of Business which render it impossible for me at this moment to introduce them as a separate Bill. I therefore propose to introduce them as a part of the Merchant Shipping Bill and as Part X of that Bill; but in deference to Mr. Ilbert's view I shall ask the Select Committee to whom the Bill will formally be referred to separate and reconstitute the Bill into two Bills.

"The amendments now proposed, as distinguished from mere consolidation and re-arrangement, are very few, and for the most part merely formal.

"Only three of these amendments seem to require any notice on this occasion. Two of them are identical with amendments already mentioned as forming part of Part V of the Merchant Shipping Bill, and relate to the Courts to be empowered to hold investigations arising out of wrecks and other casualties, and the remaining amendment proposes to make what may be called a graded list of the certificates mentioned in it. It has been inserted as a means of avoiding complicated clauses in the next following section of the Bill (which is equivalent to section 28 of Act VI of 1884).

"I have now reached the schedules. These comprise—

(1) the list of enactments proposed to be repealed;
(2) provisions as to certificates granted under Acts passed prior to 1884;
(3) various lists of fees;
(4) the agreement with France concerning wrecks, dated 23rd October, 1889;
(5) form of certificates of expenditure on account of shipwrecked passengers; and
(lastly) a list of the voyages in respect of which coast-light dues are payable.

"The language of the Bill will, I think, require alteration in some respects, but that will be a question for the Committee stage, which is still a long way off, and it need not detain us at present. It is inevitable in a work of consolidation of this kind that the language of the Acts to be consolidated should not always be consonant, and that variations of expression and the like should survive even the most careful examination of the draft.

"In conclusion I desire to express the very strong sense I feel of the skill, labour and attention which have been bestowed upon these Bills by Mr. O'Conor, Mr. Bestic and Mr. Wigley, the general excellence of the drafting, the painstaking manner in which the several Acts have been compared, and the careful accuracy of the references, which will be found extremely useful by any hon'ble member who may wish to look into the matter for himself: I do not invite any one to take it on trust from me.

"In particular I have on my own personal account to thank Mr. Wigley for his very accurate and detailed note upon these Bills, of which I have availed myself largely in preparing this resumé, which I have found of the very greatest service, and without the aid of which I could not possibly, in the limited time at my disposal, have attempted to fathom the scheme of the Bills myself, much less to have made it—as I hope I have to some extent succeeded in doing—intelligible to the rest of the Council."

The Motion was put and agreed to.

The Hon'ble SIR ALEXANDER MILLER also introduced the Bill.

The Hon'ble SIR ALEXANDER MILLER also moved that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the Fort St. George Gazette, the Bombay Government Gazette, the Calcutta Gazette and the Burma Gazette in English and in such other languages as the Local Maritime Governments think fit.

The Motion was put and agreed to.

The Hon'ble SIR ALEXANDER MILLER obtained the leave of the Council to withdraw the subsequent Motions standing in his name, namely:—

(1) The Motion to move for leave to introduce a Bill to consolidate and amend the law relating to Inland Steam-ships.
(2) The introduction of the Bill.
(3) The Motion that the Bill and Statement of Objects and Reasons be published in the Gazette of India in English, and in the Fort St. George Gazette, the Bombay Government Gazette, the Calcutta Gazette and the Burma Gazette in English and in such other languages as the Local Maritime Governments think fit.

The Council adjourned *sine die*.

S. HARVEY JAMES,

SIMLA; *The 26th October, 1892.* — *Secretary to the Government of India, Legislative Department.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, October 22nd, 1892.

With the report of the present week a new rainfall period commences. The period runs from October 16th to December 31st, and the principal rainfall of the period occurs over the Bay area, including Lower Burma, Lower Bengal, and the east and south of the Peninsula. The rainfall of this region during the period quoted is ordinarily attributable to two causes: the first is the recurving of the south-west monsoon current over the Bay by which most of the rainfall is directed to the Carnatic Coast; the second is the appearance and advance of cyclonic storms over the Bay. The rainfall attributable to the latter cause is more widely spread, and more irregular than that attributable to the former, as it depends on the course and intensity of the various storms.

During the week under review two storms have crossed the Bay and the Peninsula. The first appeared over the Andaman Sea at the close of the previous week, and struck the Madras Coast on the 17th; the second appeared over the Andaman Sea on the 18th, and struck the Madras Coast on the 20th. The former was slight, but gave heavy rain to Madras: the latter was more severe, and gave both heavy rain and strong winds to the east of the Peninsula. Both appear in a modified form to have crossed the Peninsula, and the rainfall due to them was widely distributed throughout Southern and Central India. In Northern India the weather has been steadily fine.

The chart of the 16th showed a brisk to moderate fall of the barometer over the Peninsula and a rise elsewhere. Pressure was highest over Northern India and lowest over the west of the Bay, where a shallow depression existed. The winds in Madras formed part of a cyclonic circulation around this depression, but elsewhere they were variable and light. Rain was falling on the Circars Coast, and in the south-west, south, and centre of the Peninsula, but the weather was fine elsewhere. On the 17th the shallow depression which on the previous day lay over the west of the Bay crossed the Madras Coast, and the barometer fell briskly over the Peninsula. The winds over the Peninsula and the Bay showed an irregular cyclonic circulation, but all over Northern India, where pressure was high and rising, the wind was north-easterly or calms prevailed. A fresh and brisk barometric fall had occurred at Tavoy pointing to the advance of the second depression. Rain was reported from the east and south of the Peninsula, the amounts on the Circars Coast being very and on the Malabar Coast moderately heavy. The depression which occasioned the brisk barometric fall at Tavoy on the 17th had reached the Andaman Sea on the 18th, where it was developing, while a well marked low pressure area was shown off the West Coast of the Peninsula. Two well defined cyclonic circulations existed—one covering the south and west of the Peninsula and the neighbouring portions of the Arabian Sea; the latter the Bay area; while in Northern India calms continued to predominate. More or less heavy rain was falling all over the Peninsula, and showers were extending to the Central Provinces. On the 19th the depression on the West Coast was moving away north-westward, while that over the Bay was advancing westward. Consequently, while the barometer was falling in Madras, it was rising more or less briskly elsewhere. In Northern India calms and variable breezes prevailed, while elsewhere cyclonic circulations existed under the influence of the two storms. Rain had ceased a good deal over the east of the Peninsula, but continued general in the west as well as over the Central Provinces, Guzerat, &c. The chart of the 20th showed that the depression which had been crossing the Bay had struck the Madras Coast near Masulipatam. The storm was small, but of considerable

intensity, and a strong cyclonic circulation of the winds prevailed around it. The storm had occasioned a general fall of the barometer, except over the Eastern Peninsula, where a recovery was in progress. Heavy rain had fallen at Masulipatam and moderate rain to the north of the storm, but in other parts of Southern and Central India only scattered showers were reported, and in Northern India there was no rain. On the 21st the depression was crossing the Peninsula and the barometer was falling, except on the Madras Coast. The winds over a large part of the Indian region were more or less connected with the storm, and circulated cyclonically around it. Rain was falling all over the Peninsula, Burma, and Lower Bengal, and showers were reported from some central stations. Elsewhere the weather was fine. On the 22nd the storm had largely disappeared, though there still existed a slight residual depression over the Deccan. The barometer was, however, still falling generally, and pressure was very low for the season. The winds were variable. There was no rain over North-Western and Central India, but elsewhere rain was more or less general, and on parts of the West Coast and in Arakan was heavy.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal provinces of India :

Province.	16th.	17th.	18th.	19th.	20th.	21st.	22nd.	Mean variation of week.
Burma	—0·8	—0·1	+1·1	+0·2	+0·4	—1·0	—2·0	—0·3
Bengal and Assam . .	+0·8	+0·7	+0·8	+0·7	+0·5	—0·4	0	+0·4
North-West Provinces and Oudh.	—1·4	—1·5	—1·9	—0·9	—0·5	—1·3	—1·8	—1·3
Punjab	—1·9	—2·8	—3·3	—3·6	—2·7	—2·0	—2·5	—2·7
Bombay	+0·3	+0·2	—0·5	—0·5	+0·4	—0·2	—0·6	—0·1
Central Provinces and Berar	—0·3	+0·1	+1·5	+1·9	+2·3	+2·0	+2·4	+1·4
Central India and Guzerat .	—0·4	—1·8	+0·7	—0·3	—2·5	+0·7	+0·7	—0·4
Sind and Rajputana . .	—1·2	—1·8	—2·4	—1·4	—0·4	—2·3	—1·5	—1·6
Madras	—0·5	—1·7	—1·9	—0·2	0	—0·9	+0·2	—0·7
Mean for whole India . .	—0·6	—1·0	—0·7	—0·5	—0·3	—0·6	—0·6	—0·6

In most provinces the variations were small and regular. In Bengal, Assam, the Central Provinces, and Berar the variations showed a slight excess of temperature for the week, but all the other provinces showed a deficiency, which was greatest in the Punjab, Sind, and Rajputana.

Rain.—The rainfall table at the close of the summary shows that there has been no rain over Chota Nagpur, Behar, the North-West Provinces, the Punjab, Sind, and Rajputana (West), and practically none in the east of the Central Provinces. In all the other divisions there has been more or less rain, the average rainfall of the divisions ranging from 8·19 inches in Malabar to 0·14 inch in Rajputana (East) and Central India (West). Under normal conditions rain is expected in all divisions during the week under review, the normal average rainfall ranging from 2·82 inches in Malabar to 0·02 inch in the Punjab (West). The relative actual distribution of rainfall hence agreed fairly well with the normal, but the contrast was greater than usual ; the rainfall in Malabar being considerably greater than the normal, while that in North-

Western and Central India was less than the normal. The third column of the table shows that in thirty-three of the rainfall divisions the rainfall was lighter than usual, and in seventeen it was heavier than usual. The greatest excess was 5·37 inches in Malabar, followed by 3·32 inches in the East Coast (North), by 3·15 inches in Hyderabad (South), by 2·97 inches in Arakan, and by 2·42 inches in the Bombay Deccan. The greatest deficiency was 1·23 inches in Tenasserim, followed by 1·16 inch in the East Coast (South).

As the week under review is the first week of a new rainfall period, the information contained in the three concluding columns of the table merely gives in another form the information contained in the three first columns.

They show that compared with the normal there has been a very large excess of rain in Guzerat, Kathiawar, the greater part of the Peninsula, and around the north of the Bay, and a deficiency elsewhere. The variations are everywhere large—a result due to the very abnormal conditions of weather which have prevailed over the country during the week.

The following gives the largest total amounts received during the week as reported in the rainfall telegrams of the week:

Division.	District.	Station.	Amount.
Arakan	Akyab	Sudder	11·24 inches.
Assam	Cachar	Silchar	5·80 "
Bengal (Deltaic)	Howrah	Sudder	4·52 "
Orissa	Balasore	Ditto	3·39 "
Malabar	Travancore	Quilon	20·20 "
Konkan	North Kanara	Ankola	10·59 "
Deccan	Dharwar	Navalgund	9·07 "
Guzerat	Surat	Jalalpur	3·20 "
Kathiawar	Cutch	Sudder	2·14 "
East Coast	Godavari	Prattipedu	17·11 "
	Kistna	Sudder	10·05 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING OCTOBER 22ND.			RAINFALL DATA FROM OCTOBER 16TH TO OCTOBER 22ND, 1892.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall since October 16th to October 22nd.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
BURMA	Tenasserim	0·97	2·20	— 1·23	0·97	2·20	— 56
	Lower Burma	0·93	1·84	— 0·91	0·93	1·84	— 49
	Central Burma	0·76	1·27	— 0·51	0·76	1·27	— 40
	Upper Burma	1·38	?	?	1·38	?	?
	Arakan	4·13	1·16	+ 2·97	4·13	1·16	+ 256
BENGAL AND ASSAM	Eastern Bengal	1·17	1·20	— 0·03	1·17	1·20	— 3
	Assam (Surma)	3·11	1·25	+ 1·86	3·11	1·25	+ 149
	Do. (Brahmaputra)	0·30	0·85	— 0·55	0·30	0·85	— 65
	Deltaic Bengal	1·02	1·14	— 0·12	1·02	1·14	— 11
	Central Bengal	0·49	1·11	— 0·62	0·49	1·11	— 56
	North Bengal	0·36	1·04	— 0·68	0·36	1·04	— 65
	Orissa	1·89	1·17	+ 0·72	1·89	1·17	+ 62
	Chota Nagpur	0	0·48	— 0·48	0	0·48	— 100
	Behar (South)	0·01	0·43	— 0·42	0·01	0·43	— 99
	Do. (North)	0	0·42	— 0·42	0	0·42	— 100
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0	0·23	— 0·23	0	0·23	— 100
	Oudh (South)	0	0·13	— 0·13	0	0·13	— 100
	Do. (North)	0	0·16	— 0·16	0	0·16	— 100
	North-Western Provinces (Central).	0	0·05	— 0·05	0	0·05	— 100
	North-Western Provinces (West).	0	0·03	— 0·03	0	0·03	— 100
	North-Western Provinces (Submontane).	0	0·13	— 0·13	0	0·13	— 100
PUNJAB	Punjab (South)	0	0·06	— 0·06	0	0·06	— 100
	Do. (Central)	0	0·07	— 0·07	0	0·07	— 100
	Do. (Submontane)	0	0·07	— 0·07	0	0·07	— 100
	Do. (Hill Districts)	0	0·13	— 0·13	0	0·13	— 100
	Do. (North-West)	0	0·11	— 0·11	0	0·11	— 100
	Do. (West)	0	0·02	— 0·02	0	0·02	— 100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	8·19	2·82	+ 5·37	8·19	2·82	+ 190
	Madras (South Central)	1·42	1·93	— 0·51	1·42	1·93	— 26
	Coorg	4·19	1·81	+ 2·38	4·19	1·81	+ 131
	Mysore	1·30	1·24	+ 0·06	1·30	1·24	+ 5
	Konkan	2·29	1·11	+ 1·18	2·29	1·11	+ 106
	Bombay Deccan	3·47	1·05	+ 2·42	3·47	1·05	+ 230
	Hyderabad (North)	...	...	...	...	..	...
	Khandeish	0·90	0·91	— 0·01	0·90	0·91	— 1
CENTRAL PROVINCES AND BERAR.	Berar	0·22	0·97	— 0·75	0·22	0·97	— 77
	Central Provinces (West)	0·30	0·40	— 0·10	0·30	0·40	— 25
	Ditto (Central)	0·19	0·28	— 0·09	0·19	0·28	— 32
	Ditto (East)	0·05	0·23	— 0·18	0·05	0·23	— 78
BOMBAY (NORTH)	Guzerat	0·58	0·14	+ 0·44	0·58	0·14	+ 314
	Kathiawar	1·73	0·03	+ 1·70	1·73	0·03	+56·67
	Sind	0	0·03	— 0·03	0	0·03	— 100
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0·39	0·24	+ 0·15	0·39	0·24	+ 63
	Rajputana (East), Central India (West).	0·14	0·12	+ 0·02	0·14	0·12	+ 17
	Rajputana (West)	0	0·04	— 0·04	0	0·04	— 100
MADRAS	East Coast (North)	5·16	1·84	+ 3·32	5·16	1·84	+ 180
	Ditto (ditto) (*a*)	2·80	1·38	+ 1·42	2·80	1·38	+ 103
	Hyderabad (South)	3·58	0·43	+ 3·15	3·58	0·43	+ 733
	Madras (Central)	2·19	1·48	+ 0·71	2·19	1·48	+ 48
	East Coast (Central)	3·96	2·48	+ 1·48	3·96	2·48	+ 59
	Ditto (South)	0·92	2·08	— 1·16	0·92	2·08	— 56
	Madras (South)	1·06	1·76	— 0·70	1·06	1·76	— 40

SIMLA, *27th October, 1892.*

W. L. DALLAS,
Asst. Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 22nd October.*—Rainfall heavy in the Circars, parts of the Deccan, in Nellore, and on the West Coast; moderate elsewhere. Cultivation and sowings progressing. Up to September dry sowings 20 and wet 17 per cent. above average for period. Crops generally thriving, though slightly damaged in parts by excessive rain. Harvest of early crops continues favourable. Pasture and water-supply ample. Cattle in good condition. Prices of principal food-grains cheaper in the Central districts; slightly easier in the Circars, Karnatic, and on the West Coast; stationary elsewhere. General prospects favourable.

Bombay.—*For week ending 26th October.*—Rain general throughout the Presidency Proper, except in Panch Mahals; heavy in parts of Deccan and Karnatak. Standing crops damaged by excessive rain in parts of five districts and by locusts in parts of Sind; otherwise good. Harvesting of early and sowing of late crops progressing generally, but retarded owing to excessive rain in parts of three districts. Fodder sufficient. Agricultural stock good.

Bengal.—*For week ending 22nd October.*—Fairly general rain has fallen in Orissa, East Bengal, and the Sonthal Parganas in South-West Bengal. The 24-Parganas and Hooghly received moderate rain; the other districts comparatively little. There was also slight rain in North Bengal. Where received, this rain has benefited the winter rice and facilitated the preparation of land for the spring and cold weather crops. Want of rain is causing anxiety in Behar, except Purneah, and in the greater part of the Burdwan division, and the winter rice in those tracts will suffer severely and spring sowings be retarded unless an early fall is received. Rain deficient also in Chota Nagpur. Prices generally stationary with a slight tendency to rise in four districts. Condition of cattle good and supply of fodder and water sufficient.

North-Western Provinces and Oudh.—*For week ending 26th October.*—Weather clear. Rain much needed for late-rice crops. Sowings for spring crops in progress, but retarded owing to failure of the rains. Irrigation in progress. Harvesting of autumn crops continues. Prospects generally good. Prices steady.

Punjab.—*For week ending 26th October.*—Rainfall *nil*. Harvesting of autumn crops going on; it has been completed in one district. Sowings of spring crops in progress. More rain is wanted at Shahpur. Condition of standing crops is generally good; only an average outturn is expected in Lahore and Shahpur. Locusts appeared in parts of Hissar. Most of the young locusts in parts of Ferozepore have been destroyed. In parts of Lahore the sugarcane crop has been damaged by insects and maize and *jowar* by blight. Condition of cattle is generally good. Fodder sufficient in all districts. Prices stationary.

Central Provinces.—*For week ending 26th October.*—Rainfall over 2 inches in two districts; slight elsewhere. The rain has been very beneficial for *jowar* and cotton and for winter sowings. Rain much wanted for rice crops in Bilaspur. Prospects continue favourable. Prices falling in one district.

Burma.—*For week ending 22nd October.*—LOWER BURMA: Crop prospects good everywhere, except in Thayetmyo, where rain is required. UPPER BURMA: This week's reports are more favourable. Standing crops as a rule are in good condition, and the damage from floods not so great as was anticipated. In Shwebo, however, crops may be said to have practically failed, as also in Wundwin and some circles of Meiktila and Pindale. Prospects in a small area in Myingyan are bad. More rain is required for paddy in four districts. The price of paddy has declined in four districts and risen in three others.

Assam.—*For week ending 25th October.*—Weather seasonable. General prospects of crops good. Ploughing for mustard continues. Condition of cattle normal. Fodder sufficient.

Mysore and Coorg.—*For week ending 26th October.*—MYSORE: Rainfall general and good. Standing crops in good condition. Prospects favourable, except in parts of two districts, where more rain is wanted. Prices slightly fallen in one district.

COORG: Rainfall moderate. Rice and coffee crops in good condition. *Eleusine coracana* reaped and stacked. Cardamom picking continues. Prices of food-grains stationary. Fodder and water sufficient for cattle.

Berar and Hyderabad.—*For week ending 26th October.*—BERAR: Average rainfall moderate. Weather cool and cloudy. Autumn crop improving. Weeding in progress. Cotton in pod, *jowar* in ear, and sesamum in flower. In Akola picking of cotton commenced. Sowing of spring crops continues. Water and fodder abundant. Cattle healthy. Prices generally steady.

HYDERABAD: Rain during the week 3 inches. Harvesting of autumn crops continues. Owing to the excessive rainfall the crops have suffered much in some places. Irrigated crops are in good condition. Sowing of spring crops commenced. Prices steady.

Central India.—*For week ending 26th October.*—Weather cloudy. Some rain in Bhopal and Bhopawar. Sowing for spring crops in progress. Harvesting of autumn crops nearly completed in Bhopawar. Outturn of the autumn harvest in Gwalior expected to be below average, but condition of crops, fodder, and agricultural stock continues generally good. Prices high in Bhopal and Western Malwa; steady elsewhere.

Rajputana.—*For week ending 26th October.*—Rain over 1 inch in Harowti; slight in Abu. Reaping of autumn crops and sowing of spring crops in progress. Harvest prospects generally good. Locusts have appeared in some villages of Bikanir, but have not done much injury. Agricultural stock in good condition and pasturage plentiful. Prices steady in nine States, falling in two others, and fluctuating elsewhere.

Nepal.—*For week ending 20th October.*—Weather getting appreciably colder daily. Rice harvest is still being gathered.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
REVENUE AND AGRICULTURAL DEPARTMENT.

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF SEPTEMBER 1892.

No. I.—As to Age and Sex.

	Demerara.				Trinidad.				Total.		
	Male.	Female.	Total.	Proportion of women to men.	Male.	Female	Total.	Proportion of women to men.	Male.	Female.	Grand Total.
Under 2 years	6	9	15	30'35 women per every 100 men.	14	19	33	57'26 women per every 100 men.	20	28	48
From 2 to 10 years	28	21	49		41	27	68		69	48	117
" 10 " 20 "	54	7	61		35	30	65		89	37	126
" 20 " 30 "	289	93	382		270	148	418		559	241	800
" 30 " 40 "	26	12	38		46	22	68		72	34	106
" 40 " 50 "	...	...	...		...	1	1		...	1	1
Above 50 years	...	...	...		...	...	...		...	...	...
GRAND TOTAL	403	142	545		406	247	653		809	389	1,198

No. II.—As to places whence Emigrants came to Calcutta for embarkation.

	Demerara.			Trinidad.			Total.		
	Male.	Female	Total.	Male.	Female.	Total.	Male.	Female.	Grand Total.
Orissa	...	...	...	1	...	1	1	...	1
Western Bengal	2	3	5	9	6	15	11	9	20
Central ditto	2	2	4	3	1	4	5	3	8
Eastern ditto	...	...	...	...	...	...	...	...	...
Behar	71	32	103	106	59	165	177	91	268
North-Western Provinces	214	72	286	210	154	364	424	226	650
Oudh	101	31	132	66	25	91	167	56	223
Central India	1	1	2	7	1	8	8	2	10
Punjab	4	...	4	1	...	1	5	...	5
Nepal and Native States	7	1	8	3	1	4	10	2	12
Mixed Bombay and Madras	1	...	1	...	...	...	1	...	1
GRAND TOTAL	403	142	545	406	247	653	809	389	1,198

No. III.—As to Caste and Religion.

Brahmins and high castes	16	8	24	61	18	79	77	26	103
Agriculturists	209	66	275	155	105	260	364	171	535
Artisans	31	6	37	28	14	42	59	20	79
Low castes	78	33	111	121	80	201	199	113	312
Musalmans	68	29	97	41	30	71	109	59	168
Christians	1	...	1	...	...	...	1	...	1
GRAND TOTAL	403	142	545	406	247	653	809	389	1,198

Memo.

	Males.	Females.	Total.
1. Hindus	699	330	1,029
2. Musalmans	109	59	168
3. Christians	1	...	1
TOTAL	809	389	1,198

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT

REVENUE AND AGRI

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles, and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1890.	1891.	1892	1890.	1891	1892.	1890.	1891.	1892.	1890.	1891.	1892.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras ...	...	...	...	874	5,081	3,241	...	...	...	874	5,091	3,241
Bombay ...	...	...	...	50,034	66,106	37,303	...	...	...	50,034	66,106	37,303
Sind ...	...	...	...	...	...	...	4,968*	31,537	2,302	4,968	31,537	2,302
Bengal ...	4,541	2,757	5,445	...	...	10	...	...	...	4,541	2,757	5,455
N.-W. P. & O. ...	7,742	5,979	28,534	...	616	5,983	...	...	...	7,742	6,595	34,517
Punjab ...	...	1,984	...	...	...	...	27*	20	70	27	2,004	70
Cent. Provs. ...	...	...	...	154	240	77	...	...	...	154	240	77
Berar ...	...	...	...	1,049	2,205	122	...	...	...	1,049	2,205	122
Assam ...	...	45	175	...	...	...	...	...	...	...	45	175
Raj. & C. I. ...	538	320	...	5,279	20,324	10,088	...	...	...	5,817	20,650	10,088
Nizam's Terry. ...	...	...	...	8,745	11,730	1,387	...	...	...	8,745	11,730	1,387
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	12,821	11,091	34,154	66,135	1,06,303	58,211	4,995	31,557	2,372	83,951	1,48,950	94,737
WHEAT*—												
Madras ...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay ...	...	...	...	57,342	1,84,526	1,65,271	...	...	...	57,342	1,84,526	1,65,271
Sind ...	...	...	...	...	...	...	6,95,481*	11,70,437	65,977	6,95,481	11,70,437	65,977
Bengal ...	3,58,886	3,74,034	1,85,801	...	...	...	...	...	...	3,58,886	3,74,034	1,85,801
N.-W. P. & O. ...	41,337	1,82,146	2,39,042	25,240	1,74,442	1,63,512	...	...	...	66,577	3,56,588	4,02,554
Punjab ...	7,005	18,056	1,992	50,923	2,21,037	35,083	7,20,211*	17,-1,801	1,82,733	7,78,139	19,60,894	2,19,808
Cent. Provs. ...	903	2,166	693	2,26,124	2,30,730	3,22,713	...	...	...	2,27,027	2,41,896	3,23,406
Berar ...	...	...	...	2,846	19,555	45,475	...	...	...	2,846	19,555	45,475
Assam ...	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I. ...	1	3,783	1,416	30,671	20,336	82,525	...	...	...	30,672	24,119	83,941
Nizam's Terry. ...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore ...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	4,08,132	5,80,185	4,28,944	3,93,146	8,59,026	8,14,579	14,15,692	28,92,238	2,48,710	22,16,970	43,32,049	14,92,233
LINSEED—												
Madras ...	...	...	...	13	...	359	...	...	...	13	...	359
Bombay ...	...	...	...	10,181	34,125	27,597	...	...	...	10,181	34,125	27,597
Sind ...	...	...	...	...	...	...	...	...	...	...	...	...
Bengal ...	5,04,625	8,04,243	3,07,714	...	...	...	...	...	...	5,04,625	8,04,243	3,07,714
N.-W. P. & O. ...	1,47,049	2,84,681	1,43,022	276	20,200	11,947	...	...	...	1,47,325	[illegible]	1,54,969
Punjab ...	...	297	621	..	31	...	210*	481	...	210	812	629
Cent. Provs. ...	2,859	5,387	2,869	34,215	89,454	36,988	...	...	...	37,074	94,871	39,857
Berar ...	...	..	...	19,708	24,561	17,481	...	...	...	19,708	24,561	17,481
Assam ...	10,792	15,066	1,048	...	...	...	...	...	...	10,792	15,066	1,048
Raj. & C. I. ...	11,581	6,502	4,988	10,425	37,117	17,774	...	...	...	22,006	38,919	22,762
Nizam's Terry. ...	...	...	...	8,248	15,728	8,505	.	...	...	8,248	15,728	8,505
Mysore ...	...	...	..	...	...	...	...	...	...	...	...	...
TOTAL ...	6,76,906	11,17,084	4,6 ,170	83,066	2,25,549	1,20,651	210	481	...	7,60,182	13,43,114	5,81,821
INDIGO—												
Madras ...	...	...	...	Not available.	78	190	Not available.	...	...	...	78	190
Bombay ...	...	...	...		21	47		...	...	...	21	47
Sind ...	...	...	..		...	...		431	103	...	431	103
Bengal ...	82	52	60		...	...		...	...	82	52	60
N.-W. P. & O. ...	52	...	2		...	...		...	...	52	...	2
Punjab ...	...	...	...		...	...		160	75	...	160	75
Cent. Provs. ...	...	...	7		200	...		...	...	...	200	7
Berar ...	...	...	...		...	...		...	...	...	...	...
Assam ...	...	...	..		...	...		...	...	...	...	...
Raj. & C. I. ...	...	...	...		...	...		...	...	...	...	...
Nizam's Terry. ...	...	...	...		...	...		...	...	...	...	...
Mysore ...	...	...	...		...	...		...	...	...	...	...
TOTAL ...	134	52	69		299	237		591	178	134	942	484

* Exclusive of river traffic.

REVENUE AND AGRICULTURAL DEPARTMENT :

OF INDIA.

CULTURAL DEPARTMENT.

TICS.

LINSEED, AND INDIGO.

Bombay Town, and Karachi, during the month of August 1892 and from 1st January 1892 to 31st August 1892, periods of the years 1890 and 1891.

TOTAL FROM JANUARY 1ST, INCLUDING TOTAL OF MONTH.

Calcutta.			Bombay Town.			Karachi.			TOTAL.			Articles, and whence exported.
1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	
												COTTON, RAW—
...	...	...	11,507	20,049	9,225	...	...	...	11,507	20,049	9,225	Madras.
7	6	...	36,34,859	33,80,424	37,22,444	...	...	...	36,34,866	33,80,430	37,22,444	Bombay.
...	...	...	..	...	...	2,74,669*	3,02,141†	2,04,128	2,74,669	3,02,141	2,04,128	Sind.
72,084	39,211	78,513	...	18	10	...	...	...	72,084	39,229	78,523	Bengal.
4,50,553	2,21,721	2,24,572	3,34,633	4,00,177	1,67,897	126	1	...	7,85,312	6,21,899	3,92,469	N.-W. P. & O.
72,205	16,242	237	92,311	62,483	1,837	1,04,347*	46,695†	12,283	2,68,863	1,25,420	14,357	Punjab.
1	4,658	13,643	70,183	1,05,656	74,050	...	...	...	70,184	1,10,314	87,693	Cent. Provs.
...	10,451	10,134	16,43,518	16,47,702	14,49,869	...	...	...	16,43,518	16,58,153	14,60,003	Berar.
20,706	3,750	14,753	...	...	...	...	...	...	20,706	3,750	14,753	Assam.
1,01,345	31,666	9,051	8,35,960	10,51,267	7,23,687	...	...	...	9,37,305	10,82,933	7,32,738	Raj & C. I.
...	...	...	41,720	28,849	19,775	...	...	...	41,720	28,849	19,775	Nizam's Terry.
...	...	...	23	...	...	...	...	...	23	...	...	Mysore.
7,16,901	3,27,705	3,50,903	66,64,714	66,96,655	61,68,794	3,79,142	3,48,837	2,16,411	77,60,757	73,73,197	67,36,108	TOTAL.
												WHEAT—
...	...	...	...	...	...	...	...	...	...	...	...	Madras.
...	5	...	8,01,356	21,73,001	11,21,265	...	...	...	8,01,356	21,73,006	11,21,265	Bombay.
...	...	...	...	...	...	22,67,033*	36,17,516†	11,77,079	22,67,033	36,17,516	11,77,079	Sind.
16,36,238	20,88,900	11,95,498	21	24	1	...	...	...	16,36,259	20,88,924	11,95,499	Bengal.
9,31,307	33,62,325	43,25,062	1,49,222	19,59,360	26,31,745	...	2,812	1,353	10,80,529	53,24,497	69,58,160	N.-W. P. & O.
48,785	2,12,001	87,786	2,74,571	14,81,881	9,54,199	33,39,491*	59,04,142†	41,67,689	36,62,847	75,98,080	52,09,674	Punjab.
51,279	66,290	16,607	37,89,600	69,18,984	47,05,633	...	...	...	38,40,879	69,85,274	47,22,240	Cent. Provs.
...	735	...	1,87,610	4,77,355	4,07,642	...	...	...	1,87,610	4,78,090	4,07,642	Berar.
...	307	453	...	...	.	...	...	...	..	307	453	Assam.
1	5,102	13,625	6,69,646	9,55,364	11,29,082	...	...	...	6,69,647	9,60,466	11,42,707	Raj. & C. I.
...	...	...	...	3,035	2	...	...	...	...	3,035	2	Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	..	...	Mysore.
26,67,610	57,36,387	56,39,037	58,78,026	1,39,69,004	1,09,49,569	56,06,524	95,24,470	53,46,121	1,41,52,160	2,92,29,861	2,19,34,727	TOTAL.
												LINSEED—
...	...	...	5,504	1,518	2,400	...	...	...	5,504	1,518	2,400	Madras.
...	...	488	4,93,012	9,85,062	9,29,113	...	...	...	4,93,012	9,85,062	9,29,601	Bombay.
...	...	...	...	...	...	...	...	7	...	...	7	Sind.
33,92,411	40,29,849	21,65,128	...	1,161	18	...	...	...	33,92,411	40,31,010	21,65,146	Bengal.
9,80,832	24,32,514	24,46,554	45,036	2,90,498	1,13,069	191	...	...	10,26,059	27,23,012	25,59,623	N.-W. P. & O.
...	297	5,609	...	34	1,841	612*	828†	60	612	1,159	7,510	Punjab.
60,066	1,03,893	2,87,340	8,86,350	17,77,339	10,84,800	...	...	...	9,46,416	18,81,232	13,72,140	Cent. Provs.
...	...	533	3,70,012	10,30,536	10,31,758	...	...	...	3,70,012	10,30,536	10,32,291	Berar.
99,892	60,838	33,434	...	...	...	...	...	...	99,892	60,838	33,434	Assam.
1,16,684	1,59,612	1,84,006	4,68,452	9,68,939	9,40,402	...	...	...	5,85,136	11,28,551	11,24,408	Raj. & C. I.
...	...	...	3,14,544	5,69,791	4,51,800	...	...	...	3,14,544	5,69,791	4,51,800	Nizam's Terry.
...	...	...	...	...	...	...	...	...	...	...	...	Mysore.
46,49,885	67,96,003	51,23,152	25,83,519	56,24,878	45,55,207	803	828	67	72,34,207	1,24,21,700	96,78,426	TOTAL.
												INDIGO—
...	...	...	Not available.	387	475	Not available.	...	...	...	387	475	Madras.
...	...	...		228	462		..	...	...	228	462	Bombay.
...	...	...		...	...		2,770†	4,376	...	2,770	4,370	Sind.
7,255	2,077	7,8[illegible]6		...	...		...	...	7,255	2,077	7,8[illegible]	Bengal.
1,294	1,775	3,912		...	39		...	...	1,294	1,775	3,951	N.-W. P. & O.
...	1,051	9		65	5		1,129†	2,607	...	2,245	2,621	Punjab.
...	...	10		219	3		...	...	...	219	13	Cent. Provs.
...	...	...		...	...		...	...	...	...	...	Berar.
...	...	...		...	...		...	...	...	...	...	Assam.
...	...	...		211	690		...	...	...	211	690	Raj. & C. I.
...	...	...		35	1		...	...	...	35	1	Nizam's Terry.
...	...	...		...	...		...	...	...	...	...	Mysore.
8,549	4,903	11,787	...	1,145	1,675	...	3,899	6,983	8,549	9,947	20,445	TOTAL.

* Exclusive of river traffic.

† Includes river traffic for August 1891 only, the statistics of river traffic for the seven months January to July 1891 not being available.

N.B.—The indigo figures entered in columns 18 and 21 under Bombay Town and Karachi represent the imports from April 1891, the figures from January to March 1891 not being available.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

C

No. 4392-S.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.
STATISTICS.

RESOLUTION.

Simla, the 27th October, 1892.

Read the following communications submitting the reports of Registrars of Joint Stock Companies on the working of the Indian Companies Act, VI of 1882, during the official year 1891-92 :

From the Government of Madras, No 1067, dated the 8th June 1892.

From the Government of Bombay, No. 5908, dated the 20th July 1892.

From the Government of Bengal, No 2202-P., dated the 23rd June, and No. 3001-P., dated the 2nd September 1892.

From the Government of the North-Western Provinces and Oudh, No. 537—VII—117-B., dated the 20th June 1892, and No. 666—VII—117-B., dated the 20th July 1892.

From the Government of the Punjab, No. 34, dated the 7th May 1892.

From the Chief Commissioner, Central Provinces, No. 4126, dated the 21st June 1892.

From the Chief Commissioner, Burma, No 134—1-T-13, dated the 7th May 1892.

From the Chief Commissioner, Assam, No. 4222-G., dated the 18th May 1892.

From the Secretary for Berar to the Resident at Hyderabad, No. 169, dated the 23rd June 1892.

From the Resident in Mysore, Nos. 2149—53-5 and 3025—53-5, dated respectively the 27th June and the 13th September 1892.

RESOLUTION.—At the close of 1890-91 there were 928 joint stock companies in existence registered under the Indian Companies Act. They possessed a total nominal capital of Rx. 35,058,776, the actual (paid-up) capital being Rx. 24,458,445. The capital of 42 of these companies was increased in 1891-92 nominally by about Rx. 510,539, the actual figures, however, not being reported in most cases ; while 85, with a paid-up capital of about Rx. 107,160, so far as reported, ceased to work.

During 1891-92 the number of companies registered was 107, their nominal capital being Rx. 1,689,764 ; the paid-up capital cannot be completely stated, the amount not having been as yet reported in several cases.

At the close of 1891-92 there existed 950 companies whose nominal capital was Rx. 36,023,838, the actual capital, so far as reported, being Rx. 26,585,026. This gives an increase in the year in the paid-up capital of Rx. 2,126,581, or a little under 9 per cent. The table in the next paragraph shews that the greatest part of this increase, namely, Rx. 1,579,709, occurred in Bengal. A considerable proportion of this sum (Rx. 611,000) represents infructuous speculation in mining for gold, and another considerable sum (Rx. 562,500) represents an increase in the capital of the Hongkong and Shanghai Banking Corporation. The increase in capital of industrial companies in Bengal either newly started or already established is comparatively small, amounting to Rx. 406,209, of which about Rx. 245,000 was invested in tea.

2. The following table shews the number of companies and the amount of paid-up capital in each of the provinces in the last two years :

Province.	Number of Companies.		Paid-up capital.		Increase or Decrease per cent. in capital in 1891-92.	Provincial proportion of paid up capital to all paid-up capital in 1891-92.
	1890-91.	1891-92.	1890-91.	1891-92.		
			Rx.	Rx.		
Bengal	308	322	10,150,052	11,729,761	+16	44·1
Bombay	216	229	10,560,715	10,788,771	+ 2	40·6
Madras	215	203	1,724,157	1,907,387	+11	7·2
North-Western Provinces and Oudh	53	55	941,587	976,288	+ 4	3·7
Punjab	19	20	404,362	42[illegible],577	+ 5	1·6
Burma	15	17	155,162	155,162	...	·6
Central Provinces ...	7	9	160,633	205,003	+28	·8
Assam	1	1	*	*	..	...
Mysore	87	85	306,050	327,003	+ 7	1·2
Hyderabad Assigned Districts ...	3	3	2,68[illegible]	2,572	+ 4	...
Ajmere-Merwara ...	4	6	53,259	66,602	+25	·2
TOTAL ...	928	950	24,458,44[illegible]	26,585,026	+8·7	...

* Not reported.

3. Of the whole invested capital Bengal has 44 per cent. and Bombay about 40½ per cent. In Madras the number of companies is not much less than in Bombay, but the capital invested is not more than about one-sixth of the capital invested in either Bengal or Bombay. More than two-thirds of these Madras companies are money-lending concerns with an average capital of less than fifty thousand rupees each.

4. The following table shews the distribution of the aggregate capital in the principal classes of joint-stock enterprise :

Companies.		Number.	Nominal capital.	Paid-up capital.
			Rx.	Rx.
Banking, Loan, and Insurance	Banking and loan	259	5,816,762	3,733,293
	Insurance	14	1,119,500	205,874
	Total ...	273	6,936,262	3,939,167
Trading	Merchants and traders	119	2,068,405	1,830,937
	Navigation	8	1,051,500	891,165
	Railways and tramways	11	1,157,000	958,958
	Co-operative associations ...	24	74,140	38,550
	Shipping, landing, and warehousing	6	78,160	63,910
	Total ...	168	5,029,205	3,792,520
Mills and Presses ...	Cotton mills	57	5,710,225	4,854,843
	Jute mills	11	1,618,000	1,178,525
	Mills for cotton, jute, wool, silk, hemp, etc.	63	5,329,200	4,248,176
	Cotton and jute screws and presses...	83	1,520,258	1,334,697
	Other mills and presses	31	824,180	441,596
	Total ...	245	15,001,863	12,057,837
Tea and other Planting Companies.	Tea	141	4,390,008	3,648,834
	Coffee and chinchona	5	42,500	38,[illegible]29
	Others	9	98,500	63,100
	Total ...	158	4,531,008	3,750,263
Mining and quarrying		57	2,776,250	1,615,895
Ice manufacture		12	254,750	197,183
Sugar manufacture		2	212,500	160,636
Breweries		3	170,000	169,540
Others		32	1,111,100	901,985
	GRAND TOTAL ...	950	36,023,838	26,585,026

About 45 per cent. of the paid-up capital is invested in mills and presses chiefly for working or pressing cotton, jute, wool, and silk. The greater number of these are registered in Bombay, that Presidency representing under this head a paid-up capital of Rx. 8,270,309, or over two-thirds of the whole, most of it invested in cotton mills and presses. Rx. 2,228,849 represent the paid-up capital invested in mills and presses registered in Bengal, a large number of them being jute mills and presses.

The paid-up capital invested in banking or loan companies amounts to Rx. 3,939,167, of which Rx. 2,409,499 are in companies registered in Bengal and Rx. 790,248 in Madras.

Trading companies have a paid-up capital of Rx. 3,792,520, of which Rx 891,165 are invested in coasting and river steamer companies and about Rx. 959,000 in railways and tramways. The bulk of the railway and tramway capital is invested in the Bombay tramways (Rx. 309,645), the Darjeeling-Himalayan Railway (Rx. 175,000), the Tarkessar Railway (Rx. 175,000), the Nilgiri Railway (Rx. 182,500), the Rangoon Steam Tramway (Rx. 60,000), and the Deoghur Railway (Rx. 27,500).

In tea, coffee, and other plantations Rx. 3,750,263 of paid-up capital are invested, of which Rx. 3,577,512 are held in Bengal, most of the tea companies being registered in Calcutta

Of the Rx. 1,615,895 invested in mining and quarrying companies, Rx. 1,393,647 are in companies registered in Bengal, Rx. 591,380 being invested in coal-mining companies and about Rx. 720,000 in gold-mining companies.

5. The figures below compare the paid-up capital of each of the last two years under each of the principal groups:

	Paid up in—	
	1890-91.	1891-92.
	Rx.	Rx.
Banking and loan	3,095,893	3,733,293
Merchants and traders	1,840,508	1,839,937
Mills for cotton, jute, wool, silk, and hemp...	9,828,272	10,281,544
Cotton and jute presses	1,320,258	1,334,697
Tea	3,456,251	3,640,834
Mining and quarrying	915,706	1,615,895
Navigation	919,662	891,165
Railways and tramways	874,641	958,958

The capital invested in mills (mainly cotton mills) increased by 4·6 per cent. and in railways and tramways by 9·6 per cent. In mining and quarrying the increase was as much as 76·5 per cent., due to the addition of paid-up capital reported during the year by 12 out of the 46 gold-mining companies registered in Bengal in 1890-91. The increase of about 21 per cent in banking and loan companies is mainly due to the Hongkong and Shanghai Banking Corporation (Calcutta) having increased its paid-up capital by about Rx. 562,000 during the year. In tea there was an increase of about 5·6 per cent. Under other heads there was no material increase of capital, and in some there was a decrease.

6. The following table shows the number of companies under each category during the last five years:

Companies.		1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Banking, Loan, and Insurance.	Banking and loan ..	302	314	291	275	259
	Insurance	17	17	16	13	14
	Total ...	379	331	307	288	273
Trading	Merchants and traders ...	98	105	108	107	119
	Navigation ...	7	7	9	7	8
	Railways and tramways ...	11	12	12	11	11
	Co-operative associations	18	20	18	18	24
	Shipping, landing, and warehousing.	6	5	5	6	6
	Total ...	140	149	152	149	168
Mills and Presses ...	Cotton mills	51	58	56	56	57
	Jute mills	10	10	10	11	11
	Mills for working cotton, jute, wool, silk, hemp, etc.	50	58	61	63	63
	Cotton and jute screws and presses.	60	63	68	76	83
	Other mills and presses ...	27	30	30	27	31
	Total ...	198	219	225	233	245
Tea and other Planting Companies.	Tea	127	129	133	140	144
	Coffee ... ... Cinchona	7	7	7	6	5
	Others	7	9	4	8	9
	Total ...	141	145	144	154	158
Mining and quarrying		23	20	21	63	57
Ice manufacture		12	13	13	12	12
Sugar manufacture		1	1	1	2	2
Breweries		3	3	3	3	3
Others		13	14	20	24	32
	Grand Total ...	910	895	886	926	950

The classification in the foregoing table of "cotton mills," "jute mills," and "mills for working cotton, jute, wool, silk, hemp, etc.," is taken from the Articles of Association; but of the mills in the last of these three groups, the largest number are cotton mills.

7. The following table shews, so far as reported, the total number of joint stock companies at work in India with their nominal and paid-up capital at the end of each of the last ten years:

Years.	Companies at work.	Nominal capital.	Paid-up capital.	Increase or Decrease of paid-up capital.
		Rx.	Rx.	Rx.
1882-83	547	22,170,180	17,015,904	+1,557,900 = 10 %
1883-84	649	26,673,438	18,750,611	+1,734,707 = 10 ,,
1884-85	696	27,887,691	20,635,844	+1,885,233 = 10 ,,
1885-86	805	28,543,437	21,002,568	+ 366,724 = 2 ,,
1886-87	888	29,136,165	21,380,442	+ 377,874 = 2 ,,
1887-88	910	30,254,284	22,326,192	+ 945,750 = 4 ,,
1888-89	895	31,339,845	22,997,508	+ 671,316 = 3 ,,
1889-90	886	32,321,731	23,684,202	+ 686,694 = 3 ,,
1890-91	928	35,058,776	24,458,445	+ 774,243 = 3 ,,
1891-92	950	36,023,838	26,585,026	+2,126,581 = 9 ,,

8. The statistics of companies limited by guarantee, so far as they go, shew that there were 48 such companies at the close of 1890-91, eighteen out of the total number being in the Madras Presidency, mostly small benefit societies of speculative character and ephemeral existence. A great number of these companies was started in 1885-86 in Madras, collapsing after a year or two, and only 11 out of the 18 were in existence at the end of 1891-92. Of the whole number in India, 10 ceased to work in 1891-92, and 6 new companies being added, there were 44 such companies at the close of the year.

9. The fees realized and the expenditure in each Province last year were—

Province.	Fees.	Expenditure.
	Rs. A. P.	Rs. A. P.
Bengal	12,418 14 0	660 0 0
Bombay	8,461 12 0	1,034 3 5
Madras	4,747 6 0	1,344 0 0
North-Western Provinces and Oudh	1,504 12 0	...
Punjab	1,241 6 0	...
Central Provinces	211 0 0	...
Burma	690 0 0	...
Assam		...
Mysore State	930 12 0	...
Bangalore	270 0 0	...
Hyderabad Assigned Districts	...	...
TOTAL ...	30,475 14 0	3,038 3 5

ORDER.—Ordered, that the foregoing Resolution be published in the Supplement to the *Gazette of India*, and that copies be forwarded to all Local Governments and Administrations* and to the Foreign Department for communication to the Resident in Mysore.

* Government of Madras.
" Bombay.
" Bengal.
" the North-Western Provinces and Oudh.
" the Punjab.
Chief Commissioner of the Central Provinces.
" " Burma.
" " Assam.
" " Ajmere.
" " Coorg.
Secretary for Berar to the Resident at Hyderabad.

J. F. FINLAY,

Secretary to the Government of India.

D

TABLE I.

Joint Stock Companies at work at the end of 1891-92.

PROVINCES.	Capital.	Banking or Loan.		Trading.		Mills and Presses.		Tea and other Planting Companies.		Mining and Quarrying.		Ice.		Sugar.		Breweries.		Others.		TOTAL.	
		No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.	No.	Rs.
Madras Presidency ...	Nominal ...	138	2,342,793	24	443,500	25	760,000	6	85,500	8	324,200	...	...	1	51,500	...	...	1	500	203	4,009,793
	Paid-up ...		790,248		304,027		614,064		75,102		123,310		...		635		...		...		1,907,387
Bombay Presidency ...	Nominal ...	13	477,500	46	1,935,660	151	10,060,463	3	11,000	2	93,200	5	142,750	...	...	...	...	9	747,500	229	13,463,073
	Paid-up ...		124,423		1,464,430		8,270,309		6,979		86,938		105,391		...		...		730,301		10,788,771
Bengal	Nominal ...	29	3,132,500	49	2,160,140	36	2,063,500	144	4,342,358	46	2,346,850	4	81,000	1	160,000	...	...	13	313,500	322	15,505,848
	Paid-up ...		2,409,499		1,728,076		2,228,849		3,577,512		1,393,647		74,592		160,000		...		157,586		11,729,761
North-Western Provinces and Oudh.	Nominal ...	9	307,000	21	189,750	13	544,100	3	66,300	...	...	1	20,000	...	...	2	50,000	6	41,100	55	1,218,250
	Paid-up ...		257,490		91,214		490,382		64,674		...		10,030		...		50,000		11,598		976,258
Punjab	Nominal ...	4	210,000	5	59,500	6	163,100	1	23,750	1	12,000	1	10,000	...	...	1	120,000	1	2,000	20	600,350
	Paid-up ...		119,627		41,452		101,938		23,750		12,000		6,270		...		119,540		1,000		425,577
Central Provinces ...	Nominal ...	...	...	2	20,000	7	319,000	...	...	...	...	...	...	...	...	...	...	...	...	9	339,000
	Paid-up ...		...		960		204,043		...		...		...		...		...		...		205,003
Burma	Nominal ...	1	20,000	14	202,655	...	...	...	...	...	...	...	...	...	...	...	...	2	6,500	17	229,155
	Paid-up ...		5,000		148,662		...		...		...		...		...		...		1,600		155,262
Assam	Nominal ...	...	...	...	...	...	...	...	...	...	...	1	1,000	...	...	...	...	...	...	1	1,000
	Paid-up ...		...		...		...		...		...		...		...		...		...		...
Mysore State... ...	Nominal ...	65	297,969	3	10,000	2	85,000	1	3,000	...	...	...	...	...	...	...	...	...	...	71	395,969
	Paid-up ...		143,588		8,477		84,300		2,246		...		...		...		...		...		238,611
Bangalore	Nominal ...	14	148,500	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14	148,500
	Paid-up ...		89,292		...		...		...		...		...		...		...		...		89,292
Hyderabad Assigned Districts.	Nominal ...	...	...	3	4,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4,000
	Paid-up ...		...		2,572		...		...		...		...		...		...		...		2,572
Ajmere-Merwara ...	Nominal ...	...	...	1	3,000	5	100,700	...	...	...	...	...	...	...	...	...	...	...	...	6	103,700
	Paid-up ...		...		2,650		63,952		...		...		...		...		...		...		66,602
TOTAL ...	Nominal ...	273	6,936,262	168	5,029,205	245	15,001,863	158	4,511,908	57	2,776,850	12	254,750	2	212,500	3	170,000	32	1,111,100	950	36,023,838
	Paid-up ...		3,939,167		3,792,520		12,057,837		3,750,263		1,615,895		197,183		160,636		169,540		901,985		26,585,026

TABLE II.

Companies divided into shares.

PROVINCES.	Working at close of 1890-91.			Registered during 1891-92.			Capital increased during 1891-92.			Capital decreased during 1891-92.			Ceased to work during 1891-92.			Working at close of 1891-92.		
	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.	No.	Nominal Capital.	Paid-up Capital.
		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.		Rx.	Rx.
Madras Presidency	215	3,847,830	1,724,157	22	306,495	40,277	9	63,089	...*	...	...	...	34	208,421	...*	203	4,008,993	1,907,387
Bombay Presidency	216	13,145,493	10,560,715	24	484,000	...*	5	96,000	...*	1	430	...	11	256,000	63,876	229	13,469,073	10,788,771
Bengal	308	15,022,048	10,150,052	34	724,200	...*	12	317,450	...*	...	...	...	20	557,850	...*	322	15,505,848	11,729,761
North-Western Provinces and Oudh	53	1,278,000	941,587	7	41,000	...*	1	3,000	...*	2	6,750	...	5	97,000	31,319	55	1,218,250	976,288
Punjab	19	617,850	404,362	2	32,500	...*	...	...	...*	...	...	...	1	50,000	...*	20	600,350	425,577
Central Provinces	7	326,000	160,633	2	13,000	830	5	...	43,540	...	...	...	...	...	...	9	339,000	205,003
Burma	15	178,155	155,162	2	36,000	...*	1	15,000	...*	...	...	...	...	...	...	17	229,155	155,162
Assam	1	1,000	...*	...	...	...	...	...	...	...	...	...	...	...	...	1	1,000	...*
Mysore State	75	407,800	212,881	9	25,969	1,410	5	16,000	...*	...	...	...	13	53,800	7,448	71	395,969	238,611
Bangalore	12	143,500	93,169	3	10,000	...	...	...	...*	...	...	...	1	5,000	4,517	14	148,500	89,292
Hyderabad Assigned Districts	3	4,000	2,468	...	...	...	1	...	104	...	...	...	...	...	...	3	4,000	2,572
Ajmere-Merwara	4	87,100	53,259	2	16,600	6,397	3	...	6,945	...	...	...	...	...	...	6	103,700	66,602
TOTAL ...	928	35,058,776	24,458,445	107	1,689,764	52,955	42	510,539	50,589	3	7,170	...	85	1,228,071	107,160	950	36,023,838	26,585,026

* Not reported.

TABLE III.

Companies Limited by Guarantee, i.e., *possessing no capital paid-up.*

PROVINCES.	Number Working at close of 1890-91.	Number registered during 1891-92.	Number ceased to work during 1891-92.	Number working at close of 1891-92.
Madras Presidency	18	2	9	11
Bombay Presidency	3	1	..	4
Bengal	1	...	...	1
North-Western Provinces and Oudh	2	1	...	3
Punjab	4	2	1	5
Central Provinces	*Nil*	*Nil*	*Nil*	*Nil*
Burma	2	...	...	2
Assam	*Nil*	*Nil*	*Nil*	*Nil*
Mysore State	17	...	...	17
Bangalore	1	...	...	1
Hyderabad Assigned Districts	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL ...	48	6	10	44

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXVII OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92.	Week ending 17th October 1891.			Week ending 15th October 1892.			Earnings from 1st April to 17th October 1891.	Earnings from 1st April to 15th October 1892.	Increases in 1892-93.	Decreases in 1892-93.
		Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.	Mean mileage worked.	Earnings. Total.	Earnings. Per mile open per week.				
	Rs.	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
State lines worked by companies.											
Standard gauge—											
East Indian (*a*)	590	1,634	6,96,113	426	1,637	9,11,555	557	2,65,13,925	2,56,24,122	...	8,89,803
Bengal-Nágpur	150	831	63,863	77	831	80,549	97	31,90,295	28,55,677	...	3,34,618
Indian Midland	127	752	81,210	108	752	76,407	102	23,84,245	25,13,397	1,29,152	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,56,306	213	1,674	3,74,000	223	1,12,84,356	1,13,60,942	76,586	...
South Indian	150	901	1,18,259	131	1,106	1,42,651	129	40,10,863	41,27,541	1,16,678	...
Southern Mahratta	86	1,044	70,490	68	1,044	91,807	88	25,23,939	22,96,807	...	2,27,132
Bengal and North Western (*b*)	130	721	67,573	94	755	78,280	104	26,89,067	27,32,840	43,173	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	157	6,320	40	199	10,795	54	2,69,084	3,38,865	69,781	...
TOTAL	250	7,712	14,60,134	189	7,998	17,66,044	221	5,28,66,374	5,18,50,191	...	10,16,183
State lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	2,395	6,19,871	259	2,511	4,58,371	183	1,74,27,490	1,29,44,778	...	44,82,712
Oudh and Rohilkhand	244	692	1,25,250	181	692	1,41,653	205	45,69,241	44,24,650	...	1,44,591
Eastern Bengal (including metre and 2' 6" gauges)	284	777	2,22,433	286	777	3,03,090	391	64,06,730	60,23,854	...	3,82,876
Bengal Central (*d*)	117	125	12,920	103	125	14,870	119	4,11,263	4,11,706	443	...
Metre gauge—											
Burma (*e*)	203	609	89,954	148	715	1,30,448	182	27,25,936	33,86,139	6,60,203	...
Special gauges—											
Jorhát	47	25	1,380	55	25	1,506	60	36,814	40,140	3,326	...
Cherra-Companyganj	44	8	327	41	8	365	46	9,087	7,937	...	1,150
TOTAL	251	4,631	10,72,141	232	4,853	10,51,203	217	3,15,80,501	2,72,39,204	...	43,47,357
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,492	5,71,412	383	1,490	6,06,394	407	2,30,96,073	1,97,69,298	...	33,26,775
Bombay, Baroda and Central India	590	461	2,40,501	522	461	2,07,000	449	74,55,426	70,83,324	2,27,898	...
Madras	216	840	1,53,338	183	840	1,87,929	224	52,18,910	49,52,847	...	2,66,063
TOTAL	468	2,793	9,65,251	346	2,791	10,01,323	395	3,57,70,409	3,24,05,469	...	33,64,940
TOTAL (GUARANTEED AND STATE)	290	15,136	34,97,526	231	15,642	38,18,570	244	12,02,23,344	11,14,94,864	...	87,28,48[illegible]
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	22,039	136	162	21,494	133	5,76,700	5,62,442	...	14,25[illegible]
Tárakeshwar	258	22	5,240	238	22	6,093	277	1,58,431	1,53,947	...	4,48[illegible]
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	10,005	149	67	10,795	161	2,19,352	2,53,265	33,913	...
Dibru-Sadiya	128	78	9,137	117	78	9,002	115	2,80,035	2,83,851	3,816	...
TOTAL	135	329	46,421	141	329	47,384	144	12,34,518	12,53,505	18,987	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	43,585	123	354	55,888	158	14,29,622	13,85,898	...	43,7[illegible]
The Gaekwar's Petlád	91	13	1,383	106	13	910	70	34,178	33,202	...	97[illegible]
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	31,546	107	311	37,274	120	7,42,753	7,60,715	17,962	...
The Gaekwar's Mehsána	50	93	3,734	40	93	4,220	45	1,03,141	1,35,856	32,715	...
Kolhápur	55	29	1,275	44	29	1,884	65	(*g*) 41,617	46,578	4,961	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,919	54	72	3,420	47	1,11,324	1,31,935	20,611	...
TOTAL	107	857	85,442	100	872	1,03,596	119	24,62,635	24,94,184	31,549	...
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	8,347	77	108	6,907	65	3,67,582	2,68,051	...	99,53[illegible]
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	20,631	62	334	25,600	77	7,62,126	8,85,677	1,23,551	...
Jodhpur-Bickaneer	72	188	21,025	112	291	15,900	55	3,30,719	4,93,881	1,63,162	...
Special gauge—											
Morvi	63	94	4,962	53	94	6,791	72	1,78,764	1,75,296	...	3,4[illegible]
TOTAL	76	616	46,618	76	719	48,291	67	12,71,609	15,54,854	2,83,245	...
GRAND TOTAL	269	17,046	36,84,354	216	17,670	40,24,838	228	12,55,59,688	11,70,65,458	...	84,94,[illegible]

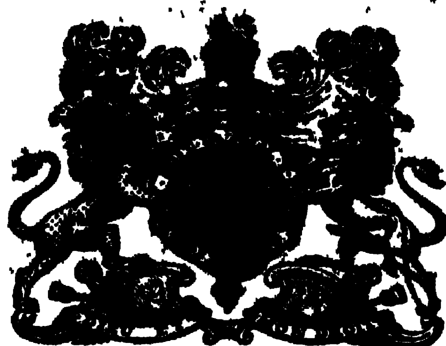
(*a*) Includes the Patna-Gya state railway.
(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*d*) Although for convenience classed amongst the state railways, this [illegible] is the property of the Bengal Central railway company.
(*e*) Includes the Mu Valley state railway.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amr[illegible] state railways.
(*g*) Total receipts from 21st April to 17th October 1891.

F. B. HEBBERT, *M. Inst. C. E.*,
Under-Secretary

SIMLA, *the 27th October, 1892.*

E

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The Gazette of India.

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CALCUTTA, SATURDAY, OCTOBER 29, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 26th March, 1892.

From the 2nd April next, till further notice, Parts I, IV, V, and VI of the *Gazette of India*, and the Weather and Crop Report, will be published at Simla. After the 26th March all Notifications and other matter intended for publication in those Parts should be addressed to the Officiating Publisher at Simla.

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Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

II A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 26th October 1892.

NOTIFICATIONS.

No. 2967-*P*.—APPLICATIONS in respect of the under-mentioned inventions have been filed, during the week ending 22nd October 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888 :—

No. 263 of 1892.—Levi Judson Odell, Manufacturer, of Chicago, in the County of Cook and State of Illinois, United States of America, for "improvements in type-writing machines."

No. 264 of 1892.—Clarence Canning Hearsey, Gentleman, of Lakhimpur, in the Province of Oudh, India, for the "improved method of sustaining the combustion of charcoal and other materials used in the smoking of *hookahs* with *chillums*"

No. 265 of 1892.—Benja De Lissa, Gentleman, and John Alston Wallace, Landed Proprietor, both of Collins Street, Melbourne, in the Colony of Victoria, Australia, for "an improved method of, and apparatus to be used in, the manufacture and storage of inflammable gas for general purposes."

No. 266 of 1892.—Levi Hildreth Young, of 22 Paddock Street, St. John, in the Province of New Brunswick and Dominion of Canada, Manufacturer for "improvements in locking nuts on bolts used in fastening the fish-plates on the rails of railroads and for like purposes."

No. 267 of 1892.—Elias Elkan Rees, Electrician, No. 430, South Broadway, Baltimore, Maryland, United States of America, for "regulating sockets for incandescent electric lamps."

No. 2968-*P*.—SPECIFICATIONS of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of

one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 252 of 1891.—William Frederick Peel, of the Batchelors' Club, Piccadilly, London, W. England, Captain in Her Majesty's Army, for "improvements in attaching firearms to cavalry harness and in manipulating and firing the same." (Filed 11th October 1892.)

No. 76 of 1892.—Charles Raleigh, of Johannesburg, in the South African Republic, Milling Engineer, for "improvements in screens or sieves for use in stamp-batteries and otherwise for the separation of ore and other substances." (Filed 14th October 1892.)

No. 82 of 1892.—Samuel Cleland Davidson, of Sirocco Works, Belfast, Ireland, Merchant, for "improvements in the means or apparatus for transmitting rotary motion from one shaft to another shaft revolving at right-angles thereto." (Filed 11th October 1892.)

No. 88 of 1892.—Charles Raleigh, of Johannesburg, in the South African Republic, Milling Engineer, for "improvements in or applicable to stamp-batteries." (Filed 14th October 1892.)

No. 134 of 1892.—Hamor Lockwood, Chemical Manufacturer, Chapel Walks, Cross Street, Manchester, England, for "improvements in or connected with the purification of sewage and other foul waters." (Filed 11th October 1892.)

No. 141 of 1892.—Manaklall Motilall Parikh, General Agent, and Dahyabhai Mulchand, Weaver, both residing at Ahmedabad, for "improvements in yarn-warping machinery or apparatus." (Filed 24th September 1892.)

No. 157 of 1892.—August Schulte im Hofe, Ph.D., Chemist of Gelsenkirchen, Germany, temporarily living at 35 Clive Street, Calcutta, for "a new process of indigo manufacture." (Filed 10th October 1892.)

No. 186 of 1892.—Walter Swain and William Philipson, of Hillford Mill, Astley Bridge, near Bolton, in the County of Lancaster, Pneumatic Tyre Manufacturers, for "improvements in the construction of tyres for bicycles, tricycles and other road vehicles." (Filed 11th October 1892.)

No. 227 of 1892.—Richard Harley Williamson, of 21 Victoria Street, Ashton-under-Lyne, in the County of Lancaster, England, Joiner, for "improved mechanical stoker." (Filed 15th October 1892.)

No. 2969-*P*.—THE fee prescribed in Schedule 4 of Act V of 1888 has been paid for the continuance of exclusive privilege, during the period 2nd November 1892 to 1st November 1893, in respect of the under-mentioned invention:—

No. 75 of 1888.—Luther George Chinnery and Swartz Martyn Chinnery, both of 14 Almack Road, Clapton, London, England, Engineers, for "improvements in gazogenes or apparatus for making aerated beverages."

M. W. ROGERS, *Lieut.-Col.*, *R.E.*,

Secy. under the Inventions and Designs Act, 1888.

No. 1173.—*Account of Revenue and Expenditure of the Government of India for the first*

	REVENUE.	Estimates, 1892-93.	April 1891 to June 1891.	April 1892 to June 1892.	COMPARISON OF TWO YEARS.	
					Increase.	Decrease.
		Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*
I	Land Revenue*	25,379,900	6,348,500	6,569,600	221,100	...
II	Opium	7,634,600	1,948,100	1,871,600	...	76,500
III	Salt	8,544,700	2,519,000	2,372,900	...	146,100
IV	Stamps	4,229,600	1,118,500	1,168,100	49,600	...
V	Excise	5,102,400	1,269,200	1,270,800	1,600	...
VI	Provincial Rates	3,623,100	1,081,600	1,109,100	27,500	...
VII	Customs	1,691,800	435,900	374,200	...	61,700
VIII	Assessed Taxes	1,645,200	308,600	309,100	500	...
IX	Forest	1,567,200	228,800	254,900	26,100	...
X	Registration	392,200	107,400	119,000	11,600	...
XI	Tributes from Native States	762,100	154,900	155,500	600	...
XII	Interest	873,500	248,500	255,500	7,000	...
XIII	Post Office	1,498,400	371,100	371,900	800	...
XIV	Telegraph	884,300	198,100	220,400	22,300	...
XV	Mint	227,000	48,200	62,400	14,200	...
XVI	Law and Justice { Courts of Law	364,500	88,900	95,700	6,800	...
	Law and Justice { Jails	310,600	47,900	44,600	...	3,300
XVII	Police	366,500	73,500	81,300	7,800	...
XVIII	Marine	219,500	30,600	33,700	3,100	...
XIX	Education	213,5' 0	40,800	39,300	...	1,500
XX	Medical	60,900	11,500	12,400	900	...
XXI	Scientific and other Minor Departments	76,700	16,000	12,100	...	3,900
XXII	Receipts in aid of Superannuation, etc.	206,300	43,000	39,800	...	3,200
XXIII	Stationery and Printing	74,000	14,900	14,700	...	200
XXIV	Exchange	178,500	...	...	...	...
XXV	Miscellaneous	349,800	58,300	63,700	5,400	...
XXVI	State Railways (Gross Receipts)	15,543,600	4,316,400	4,384,700	68,300	...
XXVII	Guaranteed Companies (Net Traffic Receipts)	3,260,000	1,967,000	1,783,100	...	183,900
XXVIII	Subsidized Companies (Repayment of Advances of Interest)	27,500	1,600	7,300	5,700	...
XXIX	Irrigation Major Works: Direct Receipts	1,323,200	256,500	295,900	39,400	...
XXX	Irrigation Minor Works and Navigation	189,100	39,300	41,500	2,200	...
XXXI	Military Works	42,100	9,500	9,600	100	...
XXXII	Civil Works	522,700	105,800	112,100	6,300	...
XXXIII	Army: Effective	627,400	159,800	159,800	...	...
	„ Non-effective	54,300	13,400	14,000	600	...
		88,066,700	23,681,100	23,730,300	49,200	...
	England, including Army, Public Works, etc. £	200,800	59,800	52,100	...	7,700
	Exchange added to Revenue Rx.	100,400	24,900	29,200	4,300	...
	GRAND TOTAL	88,367,900	23,765,800	23,811,600	45,800	...

* Includes Land Revenue due to Irrigation, which cannot be separated in the Monthly Accounts.

THE TREASURY;
Calcutta, the 28th October, 1892.

Three months of the year 1892-93, as compared with the corresponding period of 1891-92.

	Expenditure.		Estimates, 1892-93.	April 1891 to June 1891.	April 1892 to June 1892.	Comparison of two years. Increase.	Decrease.
			Rx.	Rx.	Rx.	Rx.	Rx.
1	Refunds and Drawbacks		242,700	62,600	59,400	...	3,200
2	Assignments and Compensations		1,515,700	318,300	317,800	..	500
3	Land Revenue		4,029,900	853,600	864,200	10,600	...
4	Opium (including Cost of Production)		2,233,900	1,052,200	813,200	...	239,000
5	Salt (do. do.)		497,200	131,200	124,900	...	6,300
6	Stamps		86,900	23,000	23,800	800	...
7	Excise		206,100	30,300	31,700	1,400	...
8	Provincial Rates		59,500	12,900	11,400	...	1,500
9	Customs		142,200	33,300	34,600	1,300	...
10	Assessed Taxes		31,800	6,900	7,300	400	...
11	Forest		968,000	166,700	178,100	11,400	...
12	Registration		213,800	51,000	52,900	1,900	...
13	Interest on Ordinary Debt *		4,156,600	1,100,200	1,102,200	2,000	...
14	Do. on other Obligations		506,300	20,000	24,200	4 200	...
15	Post Office		1,410,000	301,600	309,500	7,900	...
16	Telegraph		642,700	137,500	142 200	4,700	...
17	Mint		95,800	24,500	22,000	...	2,500
18	General Administration		1,458,600	331,900	340,700	8,800	...
19	Law and Justice { Courts of Law		2,854,300	687,100	696,700	9,600	...
	Law and Justice { Jails		908,900	250,500	252,600	2,100	...
20	Police		3,910,000	894 200	918,400	24,200	...
21	Marine (including River Navigation)		513,600	92,500	95,300	2,800	...
22	Education		1,494,300	289,100	303,800	14,700	...
23	Ecclesiastical		168,700	39,600	41,000	1,400	...
24	Medical		918,700	208,100	216,900	8,800	...
25	Political		738,400	165,700	216,300	50,600	...
26	Scientific and other Minor Departments		414,400	181,000	150,600	...	30,400
27	Territorial and Political Pensions		500,400	130,500	128,800	...	1,700
28	Civil Furlough and Absentee Allowances		1,000	100	100	...	...
29	Superannuation Allowances and Pensions		875,300	208,600	215,800	7,200	...
30	Stationery and Printing		506,600	127,400	131,900	4,500	...
32	Miscellaneous		203,700	61,300	57,600	...	3,700
33	Famine Relief		130,000	200	15,400	15,200	...
34	Construction of Protective Railways		1,011,700	...	323,100	323,100	...
35	Construction of Protective Irrigation Works		65,000	24,900	24,400	...	500
37	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)		301,500	19,200	37,100	17,900	...
38	State Railways (Working Expenses)		7,878,800	1,906,200	1,859,800	...	46,400
	Interest on Capital deposited by Companies		31,200	4,800	9,300	4,500	...
39	Guaranteed Companies (Surplus Profits, Land and Supervision)		600,000	12,600	1,300	...	11,300
	Interest		38,600	...	...	...	...
40	Subsidized Companies (Land, etc.)		44,900	5,600	1,600	...	4,000
41	Miscellaneous Railway Expenditure		60,000	35,500	18,300	...	17,200
42	Irrigation Major Works (Working Expenses)		771,000	183,100	182,100	...	1,000
43	,, Minor Works and Navigation		1,008,600	214,300	290,600	76,300	...
44	Military Works		1,126,200	167 800	173,200	5,400	...
45	Civil Works		4,606,300	828,500	792,500	...	36,000
46	Army: Effective		14,082,100	3,665,600	3 553,600	...	112,000
	,, Non-effective		924,600	283,300	200,900	...	16,400
47	Special Defence Works		270,900	37,100	67,100	30,000	...
			65,457,400	15,382,100	15,502,200	120,100	...
	England, including Army, Public Works, Guaranteed Interest, etc.	£	15,950,400	3,059,800	3,238,300	178,500	...
	Exchange charged as Expenditure	Rx.	7,975,200	1,274,400	1,816,300	541,900	...
			89,383,000	19,716,300	20,556,800	840,500	...
	Deduct—Provincial Deficits		*1,161,700*	*10,600*	*14 500*	...	*3,900*
			88,221,300	19,705,700	20,542,300	836,000	...
	Expenditure not charged to Revenue—						
	Capital Outlay on Railways and Irrigation Works—						
	In India—						
48	State Railways		1,412,000	237,400	366,900	129,500	...
49	Irrigation Works		544,500	124,600	96,800	...	27,800
	In England—						
48	State Railways	£	1,382,000	163,300	221,400	58,100	...
49	Irrigation Works	£	3,700	2,000	1,000	...	1,000
50	Capital Charge involved in Redemption of Liabilities	£	...	...	...	...	...
	Exchange on Expenditure not charged to Revenue	Rx.	692,800	68,800	124,700	55,900	...
			4,035,000	596,100	810,800	214,700	...
	GRAND TOTAL		92,256,300	20,301,800	21,353,100	1,051,300	...

* Includes Interest on Debt incurred for Capital Expenditure on Railways and Irrigation Works, which cannot be separated in the Monthly Accounts.

R. N. RAY,
Offg. Dy. Comptroller-General.

R. LOGAN,
Offg. Comptroller-General.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 15th October, 1892.

PARTICULARS.	3½ PER CENT. TRANSFER LOAN OF 1853-54.	4 PER CENT. LOANS							4½ PER CENT. LOANS				TRANSFER LOAN OF 1879, SEVEN SHILLINGS PER CENT. PORTION.	5 PER CENT. LOAN OF 1856-57.	GRAND TOTAL.
		Of 1832-33.	Of 1835-36.	Of 1842-43.	Of 1854-55.	Transfer of 1865.	Reduced 4 per cent. Loan of 1879.	TOTAL.	Of 1870.	Of 1878.	TRANSFER LOAN OF 1879, 4½ PER CENT. PORTION.	TOTAL.			
Balance of 30th September, 1892	54,700	12,05,227	21,70,900	3,58,15,900	15,99,95,200	4,08,95,000	1,90,43,000	25,91,25,227	36,000	2,23,700	65,58,900	68,18,600	1,34,800	31,200	26,61,64,527
Add—															
Amount of 4/4 notes transferred to 6/4 in London	...	...	...	...	6,000	...	...	6,000	...	...	...	...	...	...	6,000
Amount of 4½ '79 notes transferred to 6/4 in London	...	...	...	...	87,100	...	...	87,100	...	...	...	...	...	...	87,100
Amount of 4½ '79 notes transferred to 6/4 in London	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amount enfaced at Madras between 1st and 15th October, 1892	500	...	...	1,000	10,500	1,500	...	13,000	...	...	...	...	...	...	13,500
Amount enfaced at Bombay between 1st and 15th October, 1892	...	...	...	2,00,000	89,500	39,000	...	3,28,500	...	...	...	...	...	...	3,28,500
Amount enfaced at Calcutta between 1st and 15th October, 1892	...	28,800	...	51,500	2,000	75,600	...	1,57,900	...	...	...	...	...	...	1,57,900
	55,200	12,34,027	21,70,900	3,60,68,400	16,01,90,300	4,10,11,100	1,90,43,000	25,97,17,727	36,000	2,23,700	65,58,900	68,18,600	1,34,800	31,200	26,67,57,527
Deduct—															
Amount written off in the London Registers	...	...	6,500	85,000	6,61,600	55,000	1,000	8,09,100	...	...	1,97,100	1,97,100	...	...	10,06,200
Balance on 15th October, 1892	55,200	12,34,027	21,64,400	3,59,83,400	15,95,28,700	4,09,56,100	1,90,42,000	25,89,08,627	36,000	2,23,700	63,61,800	66,21,500	1,34,800	31,200	26,57,51,327

NOTE.—From 9th June, 1867, to 15th Aug., 1892, enfaced from India 8,008 lakhs; re-transferred from London 6,712 lakhs.
" 16th Aug. 1892, " 31st " " ditto 26 " ditto 10 "
" 1st Sept. " " 15th Sept. " ditto 8 " ditto 17 "
" 16th " " " 30th " " ditto 8 " ditto 4 "
" 1st Oct. " " 15th Oct. " ditto 5 " ditto 9 "

8,055 lakhs. 6,752 lakhs.
6,752 "

Balance against India . 1,303 lakhs.

PUBLIC DEBT OFFICE,
BANK OF BENGAL;
Calcutta, 22nd October, 1892.

W. D. CRUICKSHANK,
Secretary & Treasurer.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

Abu, the 19th October, 1892.

No. 3885-G.—The following transfers have been made in the establishment of Civil Hospital Assistants in Rajputana :—

Class.	Name.	From	To	Date of transfer.
3rd	Alimullah	Bikanir Raj Service	Native States Reserve List.	24th August, 1892.
3rd	Mahomed Zakirya	Native States Reserve List	Kotah Raj Service.	31st August, 1892.
3rd	Ram Pershad	Native States Reserve List.	Jhallawar Raj Service	4th September, 1892.
3rd	Ranchhod Lal Vishwanath.	Kotah Raj Service.	Native States Reserve List.	10th September, 1892.
3rd	Abdus Samad	Jhallawar Raj Service	Native States Reserve List.	13th September, 1892.
1st	Hafeezullah	Ajmere Charitable Dispensary.	Kotah Raj Service	6th October, 1892.
3rd	Ranchhod Lal Vishwanath.	Native States Reserve List.	Beawar Charitable Dispensary.	7th October, 1892.
1st	Mahomed Abdul Wahid	Beawar Charitable Dispensary.	Ajmere Charitable Dispensary.	10th October, 1892.

No. 3886-G.—Third class Hospital Assistant Mahomed Zahurul Huq, attached to the Hindaun Dispensary in Jeypore, was granted privilege leave for one month, from 8th August to 7th September, 1892, and third class Hospital Assistant Chunni Lal was appointed to act for him during his absence.

No. 3887-G.—Third class Hospital Assistant Bani Madhab Ghose, attached to the Jaswantpura Raj Dispensary, was granted privilege leave for two months, from the forenoon of 12th September, 1892, and second class Hospital Assistant Abdool Wahid was appointed to officiate for him.

No. 3888-G.—Second class Hospital Assistant Shib Ditta was granted an extension of leave for twenty-two days in continuation of the privilege leave granted to him in this Office Notification No. 3008-G., dated 24th August, 1892. He returned from leave on the forenoon of the 25th September, 1892.

No. 3889-G.—Third class Hospital Assistant Brij Bashi Lall, attached to the Abu Road Charitable Dispensary, was granted privilege leave for one month, from 27th August to 26th September, 1892, and third class Hospital Assistant Allah Beli was appointed to officiate for him.

No. 3890-G.—Hospital Assistant Mukand Ram was appointed a third class Hospital Assistant for Government service, and placed on the Native States Reserve List, from 30th September, 1892.

No. 3891-G.—Third class Hospital Assistant Kudrut Oollah, attached to the Bikanir Agency Hospital, was granted privilege leave for one month, from the afternoon of the 2nd October, 1892.

No. 3892-G.—Third class Hospital Assistant Rahim Bux, attached to the Thana Ghazi Dispensary in Ulwur, was granted three months' privilege leave from the afternoon of the 6th October, 1892, and third class Hospital Assistant Allah Beli was appointed to officiate for him.

By Order,

L. S. NEWMARCH, *Captain*,

First Asst. Agent to the Govr.-Genl., Rajputana.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 25th October, 1892.

LIABILITIES.	R	a.	p.	R	a.	p.
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office	97,61,892	1	1	1,72,03,023	0	7
Public Deposits at Branches	74,41,130	15	6			
Other Deposits at Head Office and Branches				5,94,83,148	9	7
Bank Post Bills, etc.				2,87,366	4	4
Sundries				30,49,365	9	5
RUPEES				10,48,22,903	7	11

ASSETS.	R	a.	p.	R	a.	p.
Government Securities				77,00,970	0	0
Other authorized Investments				70,48,577	4	0
Loans on Government and other authorized Securities				81,78,579	0	2
Accounts of Credit on Government and other authorized Securities				61,44,835	7	0
Bills discounted and purchased				1,80,57,315	4	6
Balances with other Banks				4,53,055	9	4
Bullion				5,11,974	8	3
Dead Stock				12,38,416	7	2
Stamps				9,261	5	3
Sundries				16,02,686	15	11
				5,09,45,671	13	7
Cash and Currency Notes at Head Office	2,37,35,746	13	1	5,38,77,231	10	4
Cash and Currency Notes at Branches	3,01,41,484	13	3			
RUPEES				10,48,22,903	7	11

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 27th October, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 67·3.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 26th October, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 19th October, 1892	72,84,977	
Value of Government silver in the Mint on the same date	10,11,450	82,96,427
ADD—		
Silver received by the Mint during the week on account of the Currency Department	1,60,722	
Ditto ditto Government	67	1,60,789
		84,57,216
DEDUCT—		
New coin paid to Reserve Treasury during the week	...	
Petty items issued for miscellaneous purposes	...	...
Balance on the evening of the 26th October, 1892	...	84,57,216
The Balance comprises—		
Silver held on account of the Currency Department	72,15,559	
Ditto ditto Government	12,41,657	84,57,216
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	1,08,341	
Ditto ditto Government	...	1,08,341

A. W. BAIRD, *Lieut.-Col., R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 27th October, 1892.

SURVEY OF INDIA DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 27th October, 1892.

No. 938.—Captain H. M. Jackson, R.E., Deputy Superintendent, 1st (old 3rd) grade, having made over charge of his duties on the afternoon of the 7th July, 1892, preparatory to availing himself of the furlough granted in Revenue and Agricultural Department Notification No. 2184—146, dated 27th September, 1892, the following temporary promotions are made with effect from the 8th July, 1892 :—

Captain T. F. B. Renny-Tailyour, R.E., Deputy Superintendent, 2nd (old 4th) grade, to officiate as Deputy Superintendent, 1st (old 3rd) grade.

Mr. C. F. Erskine, Officiating Assistant Superintendent, 1st grade, on the seconded list, to officiate as Deputy Superintendent, 2nd (old 4th) grade.

No. 939.—The following temporary promotions are made with effect from the 13th August, 1892, *vice* Mr. A. D'Souza, Officiating Deputy Superintendent, 1st (old 3rd) grade, retired:—

Captain R. J. H. L. Mackenzie, R E., Deputy Superintendent, 2nd (old 4th) grade, to officiate as Deputy Superintendent, 1st (old 3rd) grade.

No. 940.—Major St. G. C. Gore, R.E., Deputy Superintendent, 1st grade, having resumed charge of his duties on return from furlough on the forenoon of the 12th October, 1892, is appointed to officiate as Superintendent, 2nd grade,

and the following reversions are made with effect from the same date:—

Major J. R. Hobday, S.C., Officiating Superintendent, 2nd grade, to revert to his substantive appointment of Deputy Superintendent, 1st grade.

Captain R. J. H. L. Mackenzie, R.E., Officiating Deputy Superintendent, 1st grade, to revert to his substantive appointment of Deputy Superintendent, 2nd grade.

No. 941.—Lieutenant-Colonel J. E. Sandeman, S.C., Superintendent, 1st grade, and Director of Bengal Surveys, having assumed charge of his duties on return from furlough on the forenoon of the 20th October, 1892, the following reversions are made with effect from the same date:—

Colonel J. Waterhouse, S. C., Officiating Superintendent, 1st grade, to revert to his substantive appointment of Superintendent, 2nd grade.

Major St. G. C. Gore, R.E., Officiating Superintendent, 2nd grade, to revert to his substantive appointment of Deputy Superintendent, 1st grade.

Captain T. F. B. Renny-Tailyour, R.E., Officiating Deputy Superintendent, 1st grade, to revert to his substantive appointment of Deputy Superintendent, 2nd grade.

Mr. C. F. Erskine, Officiating Deputy Superintendent, 2nd grade, to revert to his officiating appointment of Assistant Superintendent, 1st grade.

G. STRAHAN, *Colonel, R.E.*,

Offg. Surveyor-General of India.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 15th October, 1892.

BALUCHISTAN VOLUNTEER RIFLE CORPS.

No. 6445.—Surgeon Captain William Rice Edwards M.D., is appointed Honorary Surgeon *vice* Surgeon Captain A. W. D. Leahy, F.R.C.S., transferred.

By Order,

W. STRATTON, *Captain*,

First Assistant.

AGENT TO THE GOVERNOR-GENERAL FOR CENTRAL INDIA

NOTIFICATION.

Indore Residency, the 24th October, 1892.

No. 6538.—Lieutenant C. B. Thornhill attached to the Bhopal Battalion, is granted privilege leave for forty-four days, with effect from the 23rd October, 1892, or the subsequent date on which he may avail himself of it.

By Order,

C. E. ROSS,

Asst. Agent to the Govr.-Genl. for Central India.

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATION.

Abu, the 24th October, 1892.

No. 1110—328-*VII*.—Captain A. F. de Laessoe, C.M.G., C.I.E., Political Agent of the 3rd class and Assistant Commissioner in Ajmere, is granted privilege leave for three months, with effect from the 8th November, 1892, or such subsequent date as he may avail himself of the same.

By Order,

L. S. NEWMARCH, *Captain*,

First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara.

NORTHERN INDIA SALT REVENUE DEPARTMENT.

NOTIFICATION.

Agra, the 25th October, 1892.

No. 230.—Mr. G. A. Bradford, Assistant Commissioner, Didwana Division, is granted three months' privilege leave under Articles 277 and 291, Section II, Chapter XII of the Civil Service Regulations.

R. M. DANE,

Offg. Commr. of the N. I. Salt Revenue Dept.

DIRECTOR GENERAL OF RAILWAYS.

NOTIFICATIONS.

Simla, the 20th October, 1892.

No. 53.—Mr. W. H. James, Assistant Traffic Superintendent in class III, grade 1 of the Superior Revenue Establishment of State Railways, is appointed to officiate as District Traffic Superintendent, Eastern Bengal State Railway, in class II of that Establishment, during the absence on privilege leave of Mr. W. C. Boyce, or until further orders.

The 24th October, 1892.

No. 54.—Mr. J. C. Mills, Assistant Engineer, 1st grade, State Railways, has been granted, by Her Majesty's Secretary of State for India, a further extension of extraordinary leave on medical certificate, without allowances, for three months, in continuation of that published in Director-General of Railways' Notification No. 19 of the 4th May, 1892.

No. 55.—Mr. L. Gordon, Assistant Traffic Superintendent in class III, grade 2 of the Superior Revenue Establishment of State Railways, is appointed to officiate as District Traffic Superintendent, NorthWestern Railway, in class II of that Establishment during the absence on furlough of Mr. C. L. Biscoe, or until further orders.

R. A. SARGEAUNT, *Lt.-Col., R.E.*,

Director-General.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 2nd Battalion, The King's Own Scottish Borderers of Infantry, dated at Meean Meer, this 24th day of October, 1892.

Number, Rank, and Name,—No. 2656, Lance Sergeant Walter Wallis.
Age,—23 years 4 months.
Height,—5 feet 6 inches.
Colour of—
Complexion, sallow; Hair, black; Eyes, brown.
Trade,—Clerk.
Date of Enlistment,—26th April, 1883.
Place of Enlistment,—Aldershot, England.
Parish and County in which Born,—Marylebone, Middlesex.
Date of Desertion or absence,—20th October, 1892.
Place of Desertion or absence,—*En route* from Dalhousie to Meean Meer; last seen at Amritsar.
Marks,—Scar on left forearm.
Under 5 years' service.

H. R. WIGRAM, *Captain*,
for *Lieut.-Colonel*,
Comdg. 2nd Battn., The K.'s O. Scottish Borderers.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.*,
Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.*,
Secy. under the Inventions and Designs Act, 1888.

POST OFFICE.

NOTIFICATIONS.

Unclaimed Letters held in the Calcutta General Post Office on 25th October, 1892.

Alexander, David.
Baines, R.
Blong, Mrs.
Bradley, Wm.
Burrows, P.
Congreve, Sir W. A.
Crofton, W. M.
Euselme, G., & Co.
Ford, Miss L.
Gomes, Miss Alice.
Hall, C. A. R.
Hogarth, D. F.
Hope, G. W.
Indian Trading Co.
Keadle, Carl.
Mason, L. H.
Millar, D. L.
Sandeman, H. D.
Sargeant, H.
Schuster, Maurice.
Taunton, Mrs. E.
Thornhill, E.
Turner, W. H.
Warringham & Co., Messrs.
Weston, H. F.

Letters marked "Care of Post Office."

Abbs Cooper, Miss.
Abeasis, J., Mr.
Addis, A.
Alexander, George.
Andr. ws, H. M.
Atkinson, F. S.
Augustine, S. M.
Barten, J. G.
Blakie, T.
Brewer, Thos.
Broomfield, A., Esq.
Brown, Frank.
Buyers, M.
Campbell, M.
Charlton, J. G.
Clark, Harry.
Coles, J. A., Esq.
Cross, J. C.
Culbard, Mrs.
Davis, Miss L.
Davis, Lacy, Mrs.
Davies, Reginald.
Deavin, H. P.
DeSouza, A. S. R.
Desevaux, Charles.
Dowley, C. B.
Drummond, G.
Dwyer, Dr. M. O.
Ewan, Francis.
Fane, Mrs. R.
Findlay, J. C.
Finkler, M.
George, J., Esq.
Harraden, O., Esq.
Harrington, Rev.
Hill, Mrs. R. G
Hleilde, Mrs.
Hough, E., Esq.
Humpage, Alf., Mr.
Isaacs, Elias H.
Johnston, Mrs.
Kemble & Co.
Kramer, Miss Bethy.
Lascelles, J. H.
Lemaitre, A.
Leonardi, F.
Leonardi, O.
Leslie, W.
Lidstone, C. A.
Macaulay, Capt. M.
McCoy, G. E.
McKay, Hector.
McElroy, H.
Mittar, C. M., Mrs.
Moolla Moosajee.
Murphy, J. C.
Murray, Slade.
Naser, Sam. E.
Newcombe, Alfred.
Parker, C.
Parsons, John.
Patterson, E. L.
Peatling, T. H.
Pope, R. M.
Rabe, Mrs. O.
Revelliod, John, Esq.
Reynolds, R.
Roberts, R.
Robertson, Mr.
Romanoff, A. D
Sanderson, W. L.
Saxby, Frank.
Schmidt, H., Esq.
Smith, Ed. A., Esq.
Smith, E., Esq.
Solm, Mrs. M.
Sponce, Reginald, Esq.
St. Clair, C., Mrs.
Stack, Mr.
Staff, Ernest.
Stanier, Beville.
Strchlneen, Seamen E., Mr.
Summers, T., Mr.
Suzor, Samuel.
Swarcn, Sofia.
Swetenham, E., Col.
S. C. M. & Co.
Tambkin, S.
Thompson, L.
Tomson, Lisa.
Van Locy, Madame.
Walker, Mrs. D.
Wallace, R. C.
Wallace, R. E.
Wallerstein, Major.
Walls, John.
Walton, H. E.
Woods, Vernon.
Wyndham, Wm.

Registered Letters.

Buyers, Mr.
Gay, B., Esq.
Jones, F. H., Esq.
Lascelles, J. H.
Lawler, M., Mrs.
Marchetto, Alberto.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
Allen, D.
Ablbolid, W. L.
Aston, H. F.
Bowen, R.
Boiliou, F. R. F., Lt.
Barboza, A.
Bulkley, Mrs.
Baheran, Jung.
Bradley, W. A.
Bandesson, O. S.
Broy, J.
Bull, Fred.
Charlie, M. C.
Courtnay, G. C.
Cozeneuve, L.
Collins, J. O.
Childs, A., Miss.
Collonillo, A.
Chapman, G., Mrs.
Clsilly, W.
D'Silva, J.
Downing, J. S., Capt.
Devare, Miss.
Digby, W.
Danis, J. S. C.
Fara, E., Mrs.
Evan, A. W.
Eddis, A. S.
Edwards, M.
Fuldhouse, A., Mrs.
Faulker.
Fabivu, Geo.
Fridiles, C.
Genthe, S.
Goldenberg, I.
Ghirtnir, L.
Goldberg, M.
Grant, P.
Hilli, R.
Hisne, F.
Hodsson, C. E.
Harloger, H.
Hancock, A.
Home, W. D.
Hopkinson, H.
Hanson, J.
Ibbetson, D. C. J. C. S.
Jeffries, W. F.
Jackson, E. J.
Joseph Poonoosawny.
Jehangirjie, T. Douglas.
Kelly, E. H., Dr.
Korli, G.
Karapadi Anunthayn
Kittlwell, E. A., Capt.
Kerkape, I. P.
Lascelli.
Lane, G.
Macdonald, W. J.
Mayo, S.
Marrinburk, J.
Murray, E. E.
Morris, B.
Moss, E., Mrs.
Mann, W.
Nazanth, L. J.
Nolon, A. H., Mrs.
Nocht, E.
Neil, G. R.
Owen, W. S.
Oshea, F. B.
Pistis and Pilikand.
Papos, C. E.
Pilkington, A. R., Capt.
Peckett, G. A.
Pelts, S., Mrs.
Pereira, Miss.
Pristly.
Peterson, C.
P. Juwala Prosad.
Renkel, F.
Ray, H.
Rolland, C.
Russel, A. J.
Risel, C. H.
Rose, H.
Richter, A.
Sharplin, A. C.
Stewart, C. H.
Shamanando Shrima.
Stageman, E. A., Mrs.
Sonthgali, P.
Shewa Gopal.
Shvaits, M.
Stevens, W. I.
Stosldvid, W. A.
Szechenye, A. A.
Stephenson, T.
Smith, A.
Smith, E. A., Mrs.
Taylor, E. B., Mrs.
Townsend, E. S.
Truimayne, S.
Touzs, R. W. L.
Thomson, A. C.
Thornton, F. J.
Verker, H.
Von Tassil, V., Miss.
Ware, H., Miss.
Wood, H., Col.
Williamson, A., Mrs.
Whislby, H. S.
Wali Mohomed.
Wood, Mrs.
Wardroper, E., Col.
Wrafter, Geo. T.
Wood, T. A.
Walker, N. A.
Zahur Mohomed.

Unclaimed Letters held in the Barrackpore Post Office on the 24th October, 1892.

Baker, F. O. A.
Court, M. H.
Dozey, E. C.
Farell, Miss.
Fuller, Mrs.
Gompertz, R. L. D.
Grahmer-Taigler, Mrs.
Gray, T. D.
Henny, J. P. C.
Kingsley, G.
Mann, P. D.
Marklew, H.
Parker, C. F.
Peterson, C. H.
Pigot, Mrs.
Pym, E.
Symons, H.
Thiks, R.
Tyndall, T. H.
Woods, G.

GEO. ED. WALKER,
Offg. Presidency Postmaster, Calcutta.

The 29th October, 1892.

SEA AND FORLIGN MAILS

Mails for	Date of closing at Calcutta	Route by which despatched
	1892	
Egypt, Europe, America, Cape Colonies through United Kingdom	2nd Nov	Per P & O Steamer from Bombay
Ditto (Book Post and Pattern Packets)	1st "	Ditto
Mauritius, Mahé (Seychelles) Mayotte, Nossi Be, and Reunion	2nd "	Ditto
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies	2nd "	Ditto
Ceylon, Straits Settlements, Netherlands India, Labuan, Bangkok (Siam) Philippine Islands China, and Japan	31st Oct	Ditto.
Australia, New Zealand, and Tasmania	31st "	Ditto
Colombo	2nd Nov.	Per P & O Str *Rohilla*
Straits, China, and Japan .	5th "	Per Steamer *Kutsan*
Rangoon and Moulmein	1st "	Per Steamer *Canara*
Rangoon, Moulmein, Penang, and Singapore	4th "	Per Steamer *Lindula*
Akyab, Kyaukpyu, Sandoway and Rangoon	2nd "	Per Steamer *Kistna*
Port Blair	2nd "	Per Madras
Madras Colombo, Straits, and Hong-Kong	3rd "	Per A Hydes Steamer *Nubia*

N B—The letter box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late fee at 7 P M precisely, after which hour Inland letters and papers, fully pre paid and bearing an extra postage stamp of half anna, will be received up to 7-30 P M

On the day of despatch of the Mail for Europe, the letter box for Foreign articles will be cleared for the last time for article without the late-fee at 8 30 P M, and late letters and papers will be received up to 9 P M On other days the letter box for foreign articles will be cleared for the last time for articles without the late-fee at 7 P M, and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7 30 P M for despatch by any Foreign Mails despatched the same night

GLOSTED WALKER,

Offg. Presidency Postmaster, Calcutta

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden Calcutta, at the following rates—four-ounce tin, *R2 8*, eight-ounce tin, *R5*, one pound tin, *R10* The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the under noted rates—per four-ounce tin, *R3*, per eight-ounce tin, *R6*, per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডনের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পোণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিনকোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২॥০ টাকায়, আট ঔন্স টিন ৫ টাকায় ও এক পোণ্ড টিন ১০ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩ টাকায় আট ঔন্স টিন ৬ টাকায় এবং এক পোণ্ড টিন ১২ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ॥০ ও এক পোণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891 the price of this Quinine will be as follows —

1 Pound tin	R10,	or, post free,	R10-12
½ "	R 8,	"	R 8-8
¼ "	R 4,	"	R 4-8

Analysis shows this Quinine to be of the purest manufacture and it is guaranteed to be free from wilful mixture with the inferior alkaloids Cinchonine and Cinchonidine It is for sale only to Government officers and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিনকোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে যথা—

১ এক পোণ্ড টিন .	১৩ বা ডাকমাশুল বিনা	১৩৸০
॥ আধ " "	৮ বা ডাকমাশুল বিনা	৮॥০
। সিকি " "	৪ বা ডাকমাশুল বিনা	৪॥০

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিনকোনাইন ও সিন্‌কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গ্যারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

THE INDIAN LAW REPORTS.

PUBLISHED UNDER AUTHORITY.

The Indian Law Reports, published under the authority of the Governor-General in Council, appear in monthly parts, published as soon as possible after the first of each month, at Calcutta, Madras, Bombay, and Allahabad, and comprise four series,—one for the Calcutta High Court, a second for the Madras High Court, a third for the Bombay High Court, and a fourth for the Allahabad High Court. The cases heard by the Privy Council on appeal from each High Court are reported in the series for that High Court. Cases heard by the Privy Council on appeal from Provinces in India not subject to any High Court are reported in the Calcutta Series.

The Calcutta Series is distributed by the Bengal Secretariat, and the Madras, Bombay and Allahabad Series are distributed direct from Madras, Bombay and Allahabad, respectively.

In supersession of the previous advertisements, on and from the 1st January, 1889, the terms of subscription and sale will be as follows for current issues as well as for back numbers of the Reports from 1876:—

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„ a part of each of the Madras, Bombay, and Allahabad Series purchased separately, *inclusive of postage in India*	...	1 0 0

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„ each of the Madras, Bombay and Allahabad Series, per copy .	0 5 3	0 5 9
„ the Calcutta Series. For the year	7 2 0	8 6 3
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Persons desiring to subscribe for, or purchase, the Reports should apply to—

Superintendent, Government Press, Madras.

The Superintendent, Government Central Press, Bombay.

The Curator of Government Books, North-Western Provinces and Oudh.

„ Superintendent of Government Printing, Bengal.

Orders and subscriptions for 1892 should be at once registered and remitted by money-order payable to the Accountant and Treasurer, Bengal Secretariat, Calcutta.

Advertisements will be received for publication on the wrappers of the Indian Law Reports, Calcutta Series, at the following rates, payable in advance:—

	One page.	*Half page.*	*Quarter page.*
For one issue	R 20	R 14	R 9
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„ six „	„ 100	„ 68	„ 45
„ nine „	„ 145	„ 96	„ 64
„ twelve „	„ 180	„ 120	„ 80

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Single copies, R2 per copy.		
Full Bench Rulings, Parts I and II .	20 0 0	22 8 0

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Remittances to be forwarded to the Accountant and Treasurer, Bengal Secretariat, Writers' Buildings, Calcutta.

INDIAN LAW REPORTS.

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PER COPY.

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Instructions for the guidance of Magistrates and Officers registering emigrants under the Indian Emigration Act, XXI of 1883, in the Lower Provinces of Bengal. 8a. (2a.)

MEDICAL.

Dispensary Manual, 1881. 12a. (3a.)

STATISTICAL DEPARTMENT.

Returns of the Rail-borne Trade of Bengal for quarter ending 30th September 1891. 8a. (2a.)
Report on the External Trade of Bengal with Nepal, Sikkim and Bhutan for 1890-91. R1 (2½a.)
Report on the Internal Trade of Bengal for 1876-77 to 1883-84. R6 (8a.) each.
Report on the River-borne Traffic of the Lower Provinces of Bengal and on the Inland Trade of Calcutta for 1889-90. R6 (8a.)

FINANCIAL DEPARTMENT.

Report of the Excise Commission, 1883-84. Volumes I and II. R8 (8a.)
Bengal Census Report, 1881. R16 (R1-14.)
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Papers regarding the Tea Industry in Bengal. R (3a.)
Report on the Cultivation of, and Trade in, Ganja. R1-8 (3a.)
Ditto ditto in Jute. R8 (7a.)

JUDICIAL.

Manual of Notifications and Orders having the force of Law. R5 (8a.)
Question Papers set at the Pleadership and Mooktearship Examinations for the years 1883—90. 8a. (2a.)
Ditto ditto for 1891. 2a. (1a.)

PUBLIC WORKS DEPARTMENT.

Manual on the Safe use of Steam, in Hindi. 6a. (2a.)
The Safe Use of Steam, in Bengali. 2a. (½a.)
Distribution Return of Officers and Subordinates employed on Local Works in Bengal. Corrected up to 31st December 1891. 2a. (½a.)
Classified List and Distribution Return of Establishment of the Public Works Department, Bengal. Corrected up to 31st December, 1891. 6a. (1a. 6p.)
Memoranda on the System of Brick-making at Akra. By A. G. BREMNER, Assistant Engineer. R3 (4a.)
Schedule of Contract Rates for work of different kinds in the several Divisions in Bengal. Corrected up to 31st December, 1888. R5 (6a.)
Table of Tolls prepared by the Collector and Supervisor of the Calcutta Canals. R2-8 (2a.)

MARINE.

The River Hooghly: Calcutta to Saugor Island, with Charts and Diagrams. By S. R. ELSON. R2-8 (2a.)
The Bengal Pilots' Code of Signals. R3 (2a. 6p.)
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Rules, Bye-Laws, Regulations, and Notifications relating to the Port of Chittagong. 4a. (1a.)

APPOINTMENT DEPARTMENT.

The Quarterly Civil List for Bengal, corrected up to 1st January, 1892. R3 (4a.)

REVENUE.

Papers relating to the Cultivation and Trade of Wheat. 8a. (2a.)
Land Registration Manual, 1889. R1-8 (4a.)
Wards' Manual, 1888. R2 (4a.)
Cess Manual, 1888. R1-8 (4a.)
Records' Manual, 1888. 12a. (1a. 6p.)
Revenue Officers' Manual, 1888. R1 (3a.)
Certificate Procedure Manual, 1888. 8a. (1a. 6p.)
Waste Lands Manual, 1888. 12a. (2a.)
Stamp Manual, 1890. R1-8 (4a.)
Land Acquisition Manual, 1890. R1 (3a.)
Excise Manual, 1891. R2-8 (6a.)
The Salt Manual, 1891. R1-8 (3a.)
Bengal Embankment Manual. R2. With Map. R3 (2a.)
Rules for the Guidance of Officers in the Administration of the Salt Department. R1-4 (3a.)
Rules under the Bengal Tenancy Act, in English 2a. (½a.)
Bihar Peasant Life. *Illustrated.* By G. A. GRIERSON, ESQ., B.C.S. R5 (8a.)
Memorandum on the Revenue History of Chittagong. By H. J. S. COTTON, C.S. R2-4 (4a.)
A Revenue History of the Sunderbuns. By F. E. PARGITER, C.S. R2-8 (3a.)
A Sketch of the Administration of the Hooghly District. By Mr. G. TOYNBEE. R1-8 (3a.)
The Fauna of British India, Part I. Mammalia. R7-6 (3a.)
Ditto ditto **Fishes. Volume I.** R15 (6a.)
Ditto ditto **ditto. Volume II.** R15 (0a.)
Ditto ditto **Birds. Volume I.** R15 (0a.)
Ditto ditto **ditto. Volume II.** R11-4 (4a.)
Ditto ditto **Reptilia and Batrachia.** R13 (6a.)
The Fauna will be complete in 7 Volumes. The book will be sold as a complete work in 7 Volumes. Subscription in advance for the complete set must be paid before any volume is supplied.
Annual Report of the Department of Land Records and Agriculture, Bengal, for 1890-91. 8a. (2a.)

MISCELLANEOUS.

Way to Health, in Bengali. (1a.) per copy.
Ditto in Kaithi. (1a.) per copy.

☞ ***The List of Books available for sale at the Secretariat Press will in future be published once only in each month.***

Spare copies of the List will, however, be kept in stock ready for issue on receipt of applications for them.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, OCTOBER 29, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

Abstract Statement of the Uncovenanted Service Family Pension Fund for the Third Quarter ending 31st January 1892, compared with the corresponding quarter of the year 1891.

PARTICULARS.	For the 3rd quarter ending 31st January 1892.	For the 3rd quarter ending 31st January 1891.	Increase.	Decrease
	Rs. A. P.	Rs. A. P.	Rs. A. P.	Rs. A. P.
Balance at credit of the Fund on the Government books at the end of the quarter	1,14,41,176 0 11	1,10,52,479 0 7	3,88,697 0 4	......
ADD RECEIPTS—				
Subscriptions from November to January in the Widows' Fund ..	1,30,759 10 9	1,30,040 2 8	719 8 1	......
Ditto ditto Children's Fund ...	85,416 15 9	85,993 0 9	... ..	576 1 0
Entrance fees, etc., ditto	399 0 0	330 0 0	69 0 0	......
Amount of excess abatement transferred to divisible surplus ...	392 4 0	1,684 8 0	......	1,292 4 0
Amount of fine imposed on arrear subscriptions	341 2 6	353 13 7	......	12 11 1
Total Receipts ...	2,17,300 1 0	2,18,401 9 0	788 8 1	1,881 0 1
GRAND TOTAL ...	1,16,58,485 1 11	1,12,70,880 9 7	A 3,89,485 8 5	1,881 0 1
DEDUCT DISBURSEMENTS—				
Pensions payable to incumbents in the Widows' Fund ...	1,08,329 0 8	1,01,970 14 7	6,358 2 1	......
Ditto ditto Children's Fund ...	73,755 2 4	70,812 7 11	2,912 10 5	......
Establishment, including house-rent and contingencies ...	10,191 3 7	10,189 12 3	1 7 4	......
Loss on exchange on remittances to England	16,233 12 4	12,692 9 0	3,541 3 4	......
Commission paid on account of money-orders	502 10 0	......	502 10 0	......
Total Payments ...	2,09,011 12 11	1,95,695 11 9	B 13,316 1 2	......
Balance in favour of the Fund, exclusive of interest	1,14,49,473 5 0	1,10,75,184 13 10	C 3,76,169 7 3	1,881 0 1
Proportion of divisible surplus payable to qualified subscribers of more than five years' standing	88,250 7 0	95,545 0 0	......	7,294 9 0

	Widows' Fund.	Children's Fund.	Widows' Fund.	Children's Fund.	Widows' Fund.	Children's Fund.	Widows' Fund.	Children's Fund.
*Number of subscribers	1,535	1,019	1,542	1,031	.....	......	7	12
Ditto of incumbents	508	735	487	714	21	21	......	...
Ditto of subscribers sharing abatements	1,239	817	1,245	806	... ..	11	6	...

	Rs.
A—Net increase in grand total of receipts	3,87,604-8-4
B—Net increase in total disbursements	13,316-1-2.
C—Net increase in balance	3,74,288-7-2.

H. BRADBURY, } *Auditors, U. S. F. P. Fund.*
R. A. FINK, }

Published by order of the Directors.

R. A. FINK, *Offg. Accountant.*

W. H. RYLAND, *Secretary.*

FUND OFFICE, the 22nd September 1892.

PROMISSORY NOTES.

Destroyed by White-Ants.

The Government Promissory Note No. 9042, bearing Madras No. 3320, of the 5 per cent. of 1825-26, for Seeca R2,000, originally standing in the name of Armogatha Pillai, and last endorsed to Ramasami Pillai, his son, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

CHOKALINGA PILLAI,*
No. 5, Ferumal Covil North Street,
Negapatam.

The 15th October, 1892.

* Grandson of Ramasami Pillai, 5th Defendant and Decree-holder in Original Suit No. 19 of 1889 on the file of the Sub-Court of Negapatam in the District of Tanjore.

Stolen.

The Government Promissory Note, No. 063548 of the 4½ per cent of 1879 (portion), for R2,500, originally standing in the name of Sarah Walker Stevenson (also known as Mrs. Sarah Stevenson), the proprietress, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietress.

JOHN GABRIEL, B.A., *Pleader,*
Attorney for Sarah Walker Stevenson,
Kuttra, Allahabad.



SUPPLEMENT TO

The Gazette of India.

No. 44.} CALCUTTA, SATURDAY, OCTOBER 29, 1892.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1892.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or Cholum (*Sorghum vulgare*). Present fortnight.	Jowar or Cholum. Past fortnight.	Bajra or Cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or Cumbu. Past fortnight.	Marua or Ragi (*Elensine corocana*). Present fortnight.	Marua or Ragi. Past fortnight.	Kangni or Kakun, Italian Millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or Thur, Cadjan Pea (*Cajanus indicus*.) Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	9 3	8 15	9 12	9 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	9 0	9 0
Tavoy	...	...	...	...	10 5	10 5	11 7	11 7	...	‡	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 14	7 14	...	...	8 1	8 1	9 11	9 11	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 5	8 5	10 14	10 14	...	‡	...	...	...	...	...	...	11 2	11 2	20 8	20 8	...	...	143 0	143 0	14 3	14 3
Rangoon	9 8	9 8	...	...	9 8	9 0	10 8	10 0	10 8	10 8	...	...	...	...	...	...	10 0	11 0	...	...	...	...	125 0	125 0	16 8	16 8
Thôngwa	...	...	...	...	5 13	5 13	9 4	9 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	9 6	9 6	10 2	10 8	...	...	...	...	...	...	...	...	10 9	10 9	...	...	...	...	211 2	211 2	19 4	19 4
Pegu (inland)—																										
Shwegyin	...	...	...	...	7 1	6 6	7 5	6 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	9 8	8 13	14 3	12 10	...	...	...	...	...	...	...	...	7 2	7 6	...	...	7 2	7 6	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	9 5	9 5	9 5	9 5	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	8 1	8 1	8 13	8 13	...	...	...	...	...	...	...	...	11 14	11 14	...	...	9 6	9 6	161 10	161 10	14 3	14 3
Toungoo	...	...	...	...	8 1	9 1	9 14	10 10	...	...	...	...	...	...	...	...	10 14	10 14	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	11 3	11 3	...	...	8 12	8 12	10 10	9 13	...	‡	...	...	...	...	...	...	12 13	12 13	28 3	28 3	...	...	392 0	392 0	14 8	12 14
Upper Burma—																										
Mandalay	11 2	10 14	...	...	9 11	10 2	10 7	11 0	17 13	21 5	...	...	...	...	...	...	10 1	10 5	18 7	10 3	8 4	8 14	70 0	70 0	18 0	18 0
Bhamo	‡	‡	...	...	6 12	6 5	7 11	7 11	‡	‡	...	...	...	...	...	...	9 0	9 0	‡	‡	7 2	2 2	218 0	218 0	7 3	9 10
Pakôkku	‡	‡	...	...	6 9	6 9	8 10	8 10	28 0	28 0	...	...	...	...	...	...	11 3	11 3	‡	‡	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	4 3	4 0	...	...	7 2	7 2	8 14	8 14	10 11	10 11	...	...	...	...	...	...	14 4	14 4	20 13	20 13	5 13	5 13	222 10	222 10	14 4	14 4
Arakan—																										
Sandoway	...	...	...	...	12 5	12 8	15 6	15 6	11 12	11 12	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	14 9	14 0
Kyaukpyu	...	...	...	...	10 11	10 9	11 9	11 7	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	15 0	15 0
Akyab	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	9 0	9 0	130 0	130 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	9 8	12 4	10 6	13 8	...	...	...	...	...	...	...	...	12 0	11 12	...	...	...	...	107 0	107 0	10 6	10 12
Cachar	8 0	8 0	...	...	8 0	9 0	10 0	11 0	...	...	...	...	...	...	...	...	11 8	12 0	...	...	...	...	80 0	80 0	10 0	10 0
Khási and Jaintiá Hills	...	...	...	...	5 8	5 8	6 10	7 0	...	...	...	...	...	...	...	...	8 1	8 1	16 0	16 0	...	...	100 0	100 0	7 0	7 3
Garo Hills	...	...	...	...	5 0	...	14 0	11 0	...	...	...	...	...	...	...	...	7 0	8 0	...	...	7 0	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	12 0	12 0	...	...	6 0	6 8	12 0	11 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	16 0	15 0	80 0	80 0	10 0	10 0
Kámrúp	8 8	8 0	...	...	10 0	10 0	12 0	10 0	...	...	...	...	...	...	...	...	10 0	10 8	...	...	...	...	160 0	160 0	10 8	10 0
Darrang	5 12	6 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	100 0	9 0	9 0
Nowgong	...	...	...	...	7 0	7 0	9 0	8 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	60 0	60 0	9 0	9 0
Lakhimpur	8 0	8 0	...	...	6 8	6 8	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	8 0	8 5½	8 14	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	3 8	...	...	...	3 0	3 0	4 0	4 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	60 0	50 0	3 8	3 8
Eastern—																										
Backergunge	...	...	...	...	9 0	9 0	10 8	10 8	...	...	...	...	...	...	...	...	13 3	13 3	7 8¶	8 0	10 0**	10 0	80 0	80 0	10 10	10 10
Noakhali	...	...	...	...	10 0	10 0	11 0	12 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	...	...	9 0	9 0
Chittagong	9 12	10 0	...	...	7 8	7 8	9 8	8 13	...	...	...	...	...	...	...	...	11 4	10 8	...	...	...	...	110 0	110 0	10 0	9 0
Tippera	10 0	7 8	...	...	8 8	8 0	10 0	8 12½	...	...	...	...	...	...	...	...	12 5	13 0	...	...	7 10	7 10	...	...	10 13½	10 0
Dacca	10 8	10 8	...	...	9 8	9 8	10 0	10 8	...	...	...	...	...	...	...	...	14 0	13 0	...	...	16 0	16 0	120 0	120 0	10 0	10 0
Mymensingh	9 8	9 8	...	...	9 0	8 0	10 0	9 0	...	...	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	12 0	13 0	...	...	10 0	9 2	160 0	160 0	9 0	9 0
24-Parganas	11 8	11 8	16 0	16 0	8 0	8 0	11 0	12 0	...	...	...	...	...	...	7 0	7 0	14 0	14 8	...	...	18 0	17 0	100 0	100 0	11 0	11 0
Midnapore	10 8	10 8	...	...	10 0	10 8	11 8	12 0	...	...	...	...	...	...	...	...	13 0	13 0	...	...	17 0	17 0	240 0	240 0	11 8	11 0
Howrah	...	...	...	...	8 14	8 7	12 12	12 12	...	...	...	...	...	...	...	...	...	...	...	...	10 10	10 10	106 0	106 0	10 10½	10 10½
Calcutta	11 2	11 0	14 8	14 12	8 2	8 0	10 10	10 10	15 2	15 3	11 0	10 10	...	...	10 0	10 0	14 0	14 0	16 0	15 3	15 0	15 3	85 0	85 0	11 4	11 6
Hooghly	12 0	12 5	14 0	14 9	8 8	8 0	10 0	10 0	...	...	...	...	...	...	...	...	14 8	14 0	...	...	11 8	11 0	120 0	120 0	10 10	10 5
Nadia (Krishnagar)	12 0	12 0	20 0	20 0	10 0	10 2½	11 7	11 7	...	...	...	...	...	...	...	...	16 0	14 14	...	...	17 12½	17 12½	...	...	10 10½	10 10½
Jessore	11 0	11 0	...	...	9 8	9 8	13 0	12 0	...	...	...	...	...	...	...	...	14 8	14 8	...	...	15 0	16 0	120 0	120 0	9 12	9 12
Faridpur	10 0	14 0	...	...	8 0	8 0	12 0	11 0	...	...	...	...	...	...	...	.	12 0	13 0	...	...	...	...	...	...	10 0	10 0
Central—																										
Bankura	11 0	11 0	...	...	10 0	10 0	11 4	12 8	...	..	...	...	...	...	...	...	13 0	13 0	...	...	16 0	16 0	320 0	220 0	10 0	10 0
Burdwan	12 15	12 15	...	...	9 0	9 12	12 0	12 6	...	...	...	...	...	...	...	...	14 12	14 12	...	...	18 0	16 4	100 0	100 0	12 0	12 0
Birbhum	11 0	11 4	9 0	9 0	10 8	10 4	12 0	12 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	11 0	12 0	160 0	160 0	10 12	10 4
Murshidabad	12 0	12 0	...	...	9 0	9 0	12 0	12 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	17 0	17 0	200 0	200 0	10 8	10 8
Sonthal Parganas	11 0	11 0	...	...	10 0	10 8	12 0	13 0	...	...	...	...	...	...	...	...	14 8	12 0	30 0	13 0	15 0	15 0	200 0	200 0	10 0	10 0
Pabna	13 8	13 8	...	...	6 14	6 14	12 12	12 6	...	...	..	...	..	...	...	...	12 0	13 12	...	...	17 4	17 12	200 0	200 0	9 12	9 12
Bogra	12 0	11 4	...	...	9 12	9 0	12 0	11 4	...	...	...	...	...	...	...	...	12 0	12 0	...	...	...	...	90 0	90 0	9 12	9 9
Rajshahi	12 0	12 0	19 8	18 12	9 0	9 12	11 4	10 14	...	...	...	...	...	...	...	...	15 12	15 12	...	...	16 8	17 0	240 0	240 0	9 9	9 9
Malda	12 0	12 0	...	...	9 8	10 0	14 0	14 0	...	...	...	...	...	...	12 0	16 0	13 0	15 0	...	...	...	...	120 0	120 0	10 0	10 0
Northern—																										
Rangpur	11 4	11 4	...	...	8 0	8 0	10 11	10 6	...	...	...	...	...	...	...	...	13 0	13 0	...	...	9 0	9 0	80 0	80 0	10 0	10 0
Dinajpur	10 0	10 0	16 0	16 0	9 10	9 10	15 10‖	15 10	...	...	...	...	...	...	...	...	12 0	12 0	...	...	14 0	14 0	160 0	160 0	10 4	10 4
Jalpaiguri	11 0	11 0	14 0	14 0	6 0	6 0	10 8	10 8	...	...	...	...	...	...	...	...	11 0	13 8	...	..	8 0	8 0	200 0	200 0	9 8	9 8
Darjeeling	8 0	8 0	9 0	9 0	5 0	5 0	10 0	10 0	...	...	...	...	13 0	13 0	...	...	14 0	10 8	20 0	16 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	8 8	9 3	...	...	7 8	7 8	10 8	11 13	...	...	...	...	...	...	...	...	13 5†	14 7§	...	...	13 5	13 10	80 0	80 0	12 0	10 0
Cuttack	9 3	8 3	...	...	8 8	7 14	11 13	11 2	...	...	...	...	...	...	...	...	16 1†	14 7†	...	...	14 7	15 12	80 0	80 0	11 0	11 0
Balasore	11 0	11 0	10 0	10 0	10 0	10 0	14 0	14 0	...	...	...	...	...	...	...	...	12 0* to 13 0†	12 0* to 13 0§	...	...	10 12	10 12	160 0	160 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	13 0	...	...	11 0	12 0	15 0	15 0	...	...	...	...	...	...	...	...	12 0	12 0	18 0	16 0	14 0	14 0	120 0	120 0	9 0	9 0
Manbhum	11 8	11 8	16 0	18 0	10 0	13 0	11 8	15 0	...	...	...	...	...	...	...	...	14 0	14 0	32 0	...	16 0	16 0	...	...	10 10	10 10
Lohardaga	7 0 to 9 0	7 0 9 8	11 0	11 0	12 0	12 0	13 0 to 17 0	14 0 to 15 4	...	...	...	...	32 0	33 0	...	...	10 8 to 11 0	11 4 to 12 0	22 0 to 32 0	20 0	11 8* to 15 0	11 0 to 14 0	140 0 to 160 0	140 0 to 160 0	9 0	9 0
Palámau	11 13	11 13	20 4	...	11 15	10 15	15 12	14 1	...	...	...	...	...	27 0	...	...	14 1	14 1	32 10	20 4	...	...	...	...	9 0	8 7
Hazáribágh	11 0	11 0	13 0	14 0	8 0	8 0	13 8	12 8	...	...	...	...	30 0	24 0	...	...	13 0	13 0	22 0	17 0	15 0	15 0	240 0	240 0	9 0	8 0

* Chhola. † Kalai. ‡ Not sold. § Birí or Kalai. ‖ Bhador rice. ¶ Musuri. ** Mug. (a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 189[illegible]—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (Sorghum vulgare). Present fortnight.	Jowar or cholum (Sorghum vulgare). Past fortnight.	Bajra or cumbu (Pennisetum typhoideum). Present fortnight.	Bajra or cumbu (Pennisetum typhoideum). Past fortnight.	Marua or ragi (Eleusine coracana). Present fortnight.	Marua or ragi (Eleusine coracana). Past fortnight.	Kangni or kakun, Italian millet (Setaria italica). Present fortnight.	Kangni or kakun, Italian millet (Setaria italica). Past fortnight.	Gram, chenna, chola, kadalay or sunaga (Cicer arietinum). Present fortnight.	Gram, chenna, chola, kadalay or sunaga (Cicer arietinum). Past fortnight.	Maize (Zea Mays). Present fortnight.	Maize (Zea Mays). Past fortnight.	Arhar, or thur, cadjan pea (Cajanus indicus). Present fortnight.	Arhar, or thur, cadjan pea (Cajanus indicus). Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	13 6	13 8	13 8	14 0	9 4	9 0	11 8	11 8	13 8	13 8	15 8	15 0	20 0	20 0	18 0	18 0	13 8	17 0	22 4	22 0	17 12	17 0	160 0	160 0	10 8	10 8
Gaya	12 0	12 8	17 0	16 8	8 8	9 0	12 0	12 8	...	16 4	18 0	16 8	25 4	...	17 4	16 8	17 0	18 0	25 4	20 0	19 0	19 0	200 0	200 0	10 0	10 0
Patna	15 0 to 15 8	15 0 to 16 0	21 0	21 0	10 0	10 0	14 0	14 0	21 0	22 0	...	...	22 0	...	20 0	21 0	21 0	21 0	25 0	30 0	22 8	23 0	130 0	130 0	11 8	11 8
Shahabad	13 0	13 8	17 0	16 0	8 0	8 0	10 0	11 0	...	...	...	...	...	...	...	8 0	16 0	16 0	20 0	20 0	16 0	16 0	140 0	140 0	11 0	11 0
Bihár, north—																										
Purnea	11 0	11 0	...	...	10 0	18 0	16 0	16 0	...	...	...	...	32 0	21 0	21 0	16 0	15 12	13 0	16 0	16 0	13 0	13 0	320 0	320 0	10 0	11 0
Bhágalpur	13 14	13 14	15 2	15 2	10 1	10 1	11 6	11 6	...	...	...	...	...	...	...	...	16 8	15 12	29 0	25 4	17 10	17 10	166 12	164 0	10 11	10 11
Darbhanga	13 3	12 10	17 10	13 3	11 0	11 0	14 13	13 12	...	...	...	...	30 13	27 8	15 6	15 6	17 14	17 9	24 12	24 3	18 11	18 11	176 0	176 0	10 0	9 12
Muzaffarpur	13 0	13 0	20 0	18 0	8 0	8 0	12 0	12 8	...	...	...	...	25 0	20 0	...	...	18 0	19 0	30 0	18 0	18 0	19 0	160 0	160 0	10 0	10 8
Saran	14 0	14 0	21 0	21 0	8 8	8 8	11 10	11 10	...	...	14 0	14 0	23 0	21 8	15 0	13 8	19 8	19 0	23 13	20 8	20 4	20 0	160 0	160 0	10 8	10 8
Champaran	12 8	13 0	16 0	17 4	9 0	9 0	13 8	13 0	...	...	...	...	24 8	19 8	...	...	16 0	16 0	24 8	17 10	17 0	17 8	160 0	160 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	18 0	18 0	8 0	8 0	12 0	12 0	20 0	20 0	18 0	17 0	18 0	18 0	12 0	11 0	18 0	18 0	22 0	22 0	21 0	21 0	100 0	100 0	10 0	9 0
Benares	13 0	13 0	17 9	17 9	9 5½	9 8	10 0	10 0	17 11½	17 11½	16 12½	16 12½	...	...	15 3	13 8	17 14	17 11½	...	...	20 8½	20 0	125 0	125 0	9 8	9 8
Ghazipur	14 3	13 8	17 6	17 6	7 1	6 7	11 0	11 0	18 0	18 0	16 12	16 1	25 12	20 10	12 14	10 5	19 5	19 0	19 5	...	21 4	20 10	180 4	180 4	10 5	9 10
Jaunpur	14 0	13 4	19 8	19 8	7 0	7 0	11 0	11 0	...	...	...	...	...	...	...	...	19 0	20 8	21 0	...	22 8	23 0	160 0	160 0	9 8	10 0
Allahabad	12 2	12 0	17 0	17 4	9 0	8 0	9 8	9 4	19 0	18 0	19 0	18 0	...	...	12 0	11 0	19 0	18 8	...	...	21 2	21 4	90 0	90 0	10 8	10 0
Central—																										
Bánda	16 0	16 0	22 0	22 0	7 8	7 8	12 0	12 0	...	...	...	...	...	...	...	...	22 0	22 0	...	...	23 0	23 0	160 0	180 0	10 8	10 8
Fatehpur	13 0	13 0	20 0	20 0	7 8	10 8	12 0	12 0	...	...	...	...	...	...	...	...	20 0	20 0	...	...	23 0	23 0	160 0	160 0	11 0	11 0
Hamirpur	16 4	16 4	...	...	9 0	9 0	11 0	11 0	20 8	21 4	19 8	20 8	...	...	...	...	21 8	21 14	...	...	28 12	24 0	140 0	140 0	11 0	11 0
Jalaun	16 8	16 4	21 0	21 0	9 0	9 0	10 0	10 0	21 0	21 0	20 0	20 0	8 0‡¶	13 0¶	16 0	16 0	22 0‡	21 4‡	18 8	18 0	24 0‡	24 0‡	160 0	160 0	11 0	11 0
Cawnpore	14 4	14 4	20 0	19 8	8 4	8 8	11 0	11 0	21 0	21 0	20 0	19 0	...	...	21 0	20 0	20 8	20 8	26 0	20 0	21 8	21 0	120 0	130 0	12 0	12 0
Etáwah	14 8	14 12	19 8	19 4	5 0	5 0	12 0	12 0	19 4	19 2	19 8	19 4	18 0	18 0	10 0	10 0	20 8	20 12	22 0	22 0	23 8	23 8	120 0	120 0	11 0	11 0
Farukhabad	13 12	13 10	19 1	19 0	5 4	5 4	8 8	8 0	19 1	18 8	16 5½	15 8	...	...	...	...	20 0	19 0	24 9½	...	24 9½	22 8	120 0	120 0	12 9½	11 8
Mainpuri	15 0	15 0	20 8	20 0	4 8	4 8	9 0	10 0	20 8	20 0	20 0	18 0	...	...	...	...	20 4	20 0	23 0	21 0	24 0	23 0	160 0	160 0	11 0	11 0
Etah	15 12	15 4	22 8	22 8	6 8	6 8	8 8	8 12	...	...	15 8	15 8	21 8	20 8	10 8	10 8	24 8	24 8	25 8	...	17 8	17 8	160 0	160 0	12 0	12 0
Western—																										
Jhánsi	16 8	16 4	22 4	22 4	7 4	7 4	12 4	11 15½	21 6	20 4	21 4	21 4	...	...	...	...	22 4	21 11	...	...	28 8	26 9	180 0	180 0	11 0	11 0
Agra	13 8	13 8	22 8	21 0	5 0	5 0	9 8	9 8	21 0	18 8	19 0	17 0	...	...	17 0	13 0	22 0	21 0	...	...	15 8	15 8	110 0	105 0	12 0	12 0
Muttra	14 8	14 0	23 8	23 0	7 0	7 0	10 8	10 0	25 0	22 0	20 0	20 0	...	...	8 0	8 0	25 8	24 8	20 0	...	28 0	24 8	120 0	120 0	12 4	12 0
Aligarh	14 0	14 4	21 0	21 0	5 4	5 4	9 0	9 0	20 0	18 0	20 0	18 8	...	...	12 0	12 8	23 0	23 0	19 0	19 0	22 0	24 0	125 0	120 0	11 8	11 8
Bulandshahr	14 12	15 0	23 0	22 0	6 0	6 0	9 0	9 4	21 0	18 0	16 0	15 0	...	...	12 0	...	23 4	22 0	22 0	21 0	17 0	17 0	120 0	120 0	11 8	11 4
Sub-montane—																										
Ballia	14 8	14 8	17 8	18 8	9 0	9 8	11 4	11 12	...	...	...	...	...	...	18 0	...	18 0	18 8	18 0	...	19 8	19 8	115 0	115 0	11 0	11 0
Azamgarh	13 4	13 5	18 8	18 7	8 14	9 10	11 13	12 3	...	...	...	...	...	...	...	...	19 3	19 2	...	...	16 4	17 0	177 8	130 8	9 13	9 13
Gorakhpur	12 8	12 8	16 10	18 0	9 0	9 0	12 0	12 0	...	...	...	...	19 12	14 6	16 3	13 8	16 10	18 0	19 12	...	18 7	19 12	140 0	140 0	9 10	9 10
Bástí	15 0	15 0	20 0	20 0	10 0	10 0	21 0‡	22 0‡	10 0	8 0	...	...	12 0	10 0	10 0	8 0	20 0	21 12	18 0	17 0	20 0	19 8	160 0	120 0	10 0	10 0
Sháhjahánpur	14 0	14 0	21 0	21 0	8 0	8 0	8 8	8 8	20 0	20 0	18 0	18 0	...	...	12 0	16 0	19 4	21 8	20 0	22 0	20 0	20 0	140 0	142 0	10 12	10 12
Budaun	15 4	15 8	20 8	21 0	6 0	6 0	12 0	11 0	18 0	16 0	17 8	18 0	...	...	14 0	8 0	21 8	21 0	24 0	16 0	25 0	25 0	160 0	160 0	11 8	11 0
Pilibhít	13 6	13 8	25 0	25 0	10 10	10 8	11 14	11 12	23 8	20 0	18 12	17 8	...	...	...	...	21 3	20 10	28 0	25 0	...	...	130 0	130 0	10 15	10 13

Bareilly	12 14	12 14	18 3	18 3	6 8	6 8	10 9	10 14	18 12	18 12	15 4	15 4	...	...	8 2	8 2	18 8	18 12	18 12	21 1½	20 9	19 6	125 0	125 0	10 13	10 14
Moradabad	14 10	14 11½	20 0	19 11½	9 0	7 8	10 8	10 8	21 0	21 0	15 0	13 3½	...	...	10 0	5 8	20 8	19 11½	20 7	15 14	21 1	22 8½	100 0	100 0	11 1	11 3½
Naini Tál	9 8	9 8	16 0	16 0	5 0	5 0	7 8	7 8	...	...	...	10 0	...	...	...	...	13 8	12 8	...	...	9 0	...	160 0	160 0	7 0	7 0
Almora	9 4	9 0	11 4	11 4	7 4	7 4	8 0	8 0	...	...	...	...	11 0	11 0	14 0	14 0	11 4‡	10 12‡	...	...	9 0‖	9 0‖	200 0	200 0	8 0	7 0
Bijnor	14 5	14 1	21 6	21 6	10 2	10 2	11 4	11 4	15 12	...	...	...	...	...	...	...	19 6	19 6	...	...	20 4	20 4	135 0	135 0	10 11	11 0
Muzaffarnagar	14 13	14 11	24 3	24 3	6 9	6 9	10 8	10 7	22 0	22 0	15 6	14 13	9 14	9 14	6 9	6 9	21 12	21 7	15 6	15 6	11 0	11 0	132 0	132 0	11 0	11 0
Meerut	14 8	14 4	20 8	21 0	5 0	5 0	12 0	12 0	25 0	22 0	16 0	16 0	8 0	8 0	8 0	8 0	21 8	21 0	20 0	20 0	21 8	21 8	100 0	100 0	11 4	11 0
Sahâranpur	14 0	13 0	22 0	21 0	7 8	7 8	9 8	10 8	22 0	22 0	18 0	16 0	20 0	19 0	20 0	10 12	20 0	20 0	20 0	20 0	14 0	13 12	120 0	120 0	11 4	11 4
Dehra Dún	13 0	12 12	17 0	17 8	9 0	9 0	10 0	10 0	16 0	16 0	16 0	17 0	16 0	16 0	...	...	18 0	17 0	18 0	18 0	18 0	19 0	160 0	160 0	10 0	10 0
Garhwál	7 0	7 0	10 0	10 0	4 0	4 0	5 0	5 4	...	...	...	...	10 0	11 0	10 0	10 0	7 0	7 0	...	...	6 0	6 4	160 *	160 0	5 0	5 0
Oudh—																										
Southern—																										
Partabgarh	14 0	14 0	22 0	22 0	8 0	8 0	13 0	13 0	...	...	...	...	30 0	27 0	...	29 0	22 0	24 0	...	...	16 0	16 0	160 0	160 0	10 8	10 8
Sultanpur	14 8	14 8	22 0	22 0	8 0	8 0	13 8	13 8	23 8	23 8	19 0	19 0	30 0	30 0	18 0	18 0	24 8	24 8	16 0	16 0	24 0	24 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 0	14 0	22 0	22 0	7 0	7 0	14 8	13 0	22 8	25 0	23 0	18 4	30 0	23 0	30 0	20 0	25 0‡	25 8‡	20 0	17 0	24 8‡	26 8‡	180 0	180 0	10 4	10 0
Unao	13 0	13 8	18 0	18 0	8 0	8 0	11 0	11 0	19 0	19 0	19 0	18 0	...	...	...	...	19 8	19 8	20 0	20 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 8	13 8	19 12	10 8	6 0	6 0	11 8	11 4	20 8	22 0	21 0	21 0	...	...	25 0	24 0	20 8	20 0	32 0	21 0	22 0	21 12	100 0	100 0	11 0	11 0
Hardoi	15 8	15 8	22 0	22 0	8 0	8 0	12 0	12 0	22 0	...	...	...	18 0	...	...	...	24 0	23 0	...	...	14 0	14 8	160 0	160 0	11 8	11 4
Northern—																										
Fyzabad	13 2	13 0	18 8	18 8	11 0	10 12	13 12	13 8	...	18 0	...	...	...	...	18 8	...	21 8	21 0	...	...	20 8	20 8	120 0	120 0	10 0	10 0
Barabanki	13 0	12 12	20 0	20 0	11 8	10 0	13 12	11 0	23 0	22 8	18 0	12 8	24 0	24 0	19 0	18 0	23 0	23 0	27 8	23 0	20 0	20 0	125 0	120 0	11 0	11 0
Gonda	15 4	15 0	21 0	20 8	10 6	10 4	12 4	12 0	20 8	18 0	19 0	18 0	...	...	9 0	8 0	21 8	21 0	22 4	21 4	23 8	23 8	200 0	200 0	10 8	10 8
Bahraich	15 8	15 0	22 8	21 8	10 0	9 8	12 8	11 8	23 0	22 0	17 0	16 0	30 8	29 0	10 0	10 0	22 0	22 0	25 0	23 0	23 12	23 12	160 0	160 0	10 8	10 8
Sitapur	15 0	15 0	23 0	22 8	8 0	8 0	16 0	13 0	27 0	...	21 0	...	...	...	26 0	...	26 0	25 0	34 0	...	23 0	22 0	160 0	160 0	11 0	11 0
Kheri	15 0	15 0	26 0	26 0	8 0	8 0	13 0	12 0	20 0	20 0	...	...	30 0	30 0	12 0	12 0	24 0	25 0	25 0	25 0	24 0	24 0	160 0	160 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 5	13 2	18 12	18 12	8 7	8 2	8 11	10 0	18 12	18 2	12 8	12 8	...	...	...	...	19 6	18 12	17 2	18 12	12 8	...	...	...	15 3	15 6
Bánswara	15 10	15 10	18 12	18 12	8 12	8 2	13 12	13 2	...	...	...	...	...	...	...	...	27 8	30 10	31 6	25 0	20 0	21 4	...	...	10 10	10 10
Meywar (Oodeypore)	9 9	9 12¼	13 4½	12 11	7 6¾	7 13	8 3½	8 3½	14 13½	13 10¾	8 3½	7 6¾	*Nil*	*Nil*	13 10¾	13 4½	12 14½	12 14½	14 1	12 14½	9 6	9 6	160 0	160 0	8 15¾	9 6
Sirohee	10 12	10 8	15 8	15 0	5 0	5 0	6 0	6 0	14 0	14 0	12 0	12 0	...	...	19 0	19 0	13 0	12 8	14 0	14 0	10 0	10 0	160 0	160 0	10 8	10 8
Erinpura	10 15½	10 15½	14 0	14 0	..	...	8 1	8 1	15 1½	15 1½	13 1	13 1	...	...	...	...	15 15½	15 15½	...	.	...	...	220 0	220 0	12 4	12 4
Ajmere	12 3	12 4	18 8	18 8	5 0	5 0	9 10	9 10	19 5	16 5	16 0	16 0	...	...	...	...	18 10	18 6	17 8	16 6	...	...	87 8	87 8	12 8	12 8
Abu	10 9	10 2	13 10	13 4	6 0	6 0	7 0	7 0	.	...	12 0	11 8	...	..	...	...	13 12	13 4	13 0	13 0	9 8	9 8	..	...	11 0	11 0
Kishengarh	12 4	12 4	18 0	16 12	9 0	9 0	10 0	10 0	17 0	15 4	16 0	16 0	†	†	†	†	18 4	17 8	16 12	15 8	†	†	*	*	13 0	12 12
Boondee	17 0	16 8	21 0	20 0	7 0	8 0	7 8	8 8	22 8	21 8	...	...	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	9 8	9 0
Kotah	18 4	18 4	20 0	20 0	7 8	7 0	8 8	8 0	27 8	27 0	14 0	12 0	...	...	...	...	21 0	22 0	24 0	20 0	17 0	16 0	240 0	240 0	10 0	10 0
Jhallawar	15 3	15 0	24 2½	24 2½	7 1	7 13½	10 3	10 3	22 4	22 6	15 12½	15 12½	...	...	24 5	22 11	18 14	19 7½	25 6	22 2	11 12½	11 12½	175 0	175 0	9 6	9 6
Toak	15 0	15 6	20 0	20 0	7 8	7 8	7 12	8 4	23 4	23 12	...	...	...	...	...	...	16 0	16 0	...	...	...	...	80 0	85 0	10 0	10 10
Jeypore	14 4	14 8	19 0	19 0	5 0	5 0	7 8	7 8	20 0	19 8	17 12	17 8	†	†	12 0	12 0	[illegible]-8 to 21 0	19-4 to 21 0	20 0	20 0	23 0	23 0	120 0	120 0	12 0	12 0
Kerowlee	16 6	16 9	23 2	22 8	10 10	10 0	11 4	10 10	23 2	22 8	18 12	18 12	...	...	15 0	12 8	23 2	22 8	...	...	32 8	32 8	200 0	200 0	11 4	11 4
Dholpur	16 0¾	15 1¾	24 6¾	23 7¾	8 4½	8 7	9 7¾	9 6	20 9½	18 13½	20 12½	19 7¾	...	...	11 4	11 4	24 12	23 13½	...	...	30 15	31 5	90 0	90 0	11 15	11 6¼
Bhurtpore	16 0	15 8	23 11½	22 0	6 2½	6 2½	6 15	6 15	22 0	22 0	18 0	18 2½	...	...	9 12	9 12	24 8	23 0	20 4	20 0	25 0	25 4	160 0	160 0	12 0	12 0
Ulwur	15 7	15 2	23 7	21 10	7 4	7 4	8 8	8 10	25 4	25 5	20 8	19 15	...	...	12 12	12 12	22 13	21 10	23 0	21 8	27 0	27 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 6	13 15½	17 14	16 9	4 0	4 0	7 0	7 0	19 0	17 6½	16 8	16 8	...	...	...	...	14 0	14 2	...	..	...	...	200 0	200 0	10 8	10 8
Nusseerabad Cantonment	12 14½	12 8	13 5	17 0	8 0	7 0	8 8	7 8	16 0	16 0	15 0	14 11	...	...	...	...	18 0	17 5½	15 0	15 0	10 8	10 8	110 0	110 0	12 8	12 8
Hilly Tracts of Meywar	11 0	11 0	18 0	17 0	...	...	10 0	10 0	...	...	...	.	...	...	...	...	16 8	16 0	20 0	18 0	...	...	§	§	11 8	11 0
Bálmer	8 2	8 15	.		4 8	4 8	7 0	7 0	...	...	14 10	13 0	...	...	...	...	10 9	10 9	...	...	...	...	260 0	260 0	12 0	12 0
Anádra	11 0	10 10	14 0	13 0	...	6 0	...	7 0	...	...	12 0	11 8	...	...	...	...	13 8	13 4	12 8	12 0	9 0	9 0	...	...	11 4	11 4
Shahpoora	11 4	11 6	13 11½	13 10	7 6½	8 4	9 11½	9 8	13 14½	12 15	12 0	12 0	...	...	...	...	14 9½	14 2	13 9½	13 2	...	...	160 0	160 0	10 8	11 2
Western—																										
Jodhpore	10 2½ and 12 3	9 13 and 11 4	15 10	15 10	6 4	6 4	7 8	7 8	16 4 and 18 12	15 0	15 0	13 2	...	...	...	...	16 9	16 1½	17 8	17 8	10 0	10 0	...	...	13 7	13 7
Jeysulmere	8 6	8 8	...	...	6 8	6 10	8 4	8 6	12 4	12 0	10 14	11 0	...	...	...	...	10 4	10 4	...	...	...	...	...	...	21 0	21 0
Bickaneer	10 8	10 8	...	...	2 14	2 14	7 0	7 0	...	...	13 10	11 8	...	...	...	...	16 0	15 8	...	...	10 0	10 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	11 0	11 0	15 0	14 0	7 0	7 0	7 8	7 8	18 0	16 0	16 8	16 8	...	...	...	...	14 14	14 13	18 0	18 0	18 0	18 0	120 0	120 0	10 0	10 0
Neemuch Cantonment	12 8	12 3	17 0	17 5	7 0	7 0	9 8	9 8	21 0	17 12	14 6	14 0	...	...	...	...	16 0	15 4	22 0	18 4	22 0	22 0	140 0	160 0	12 4	12 0
Goona	17 0	17 0	16 0	16 0	8 0	8 0	9 0	9 0	21 0	21 0	...	...	...	...	...	...	21 0	21 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	16 3½	16 3½	23 10¼	23 14½	7 7	7 7	9 4¾	9 8	20 3	20 7½	18 9½	18 5½	...	...	12 12	12 12	19 2	18 9½	20 11½	22 13½	17 12¾	17 12¼	170 0	170 0	12 3½	12 3½

* Sold in bundles. † Not sold. ‡ Unhusked. § Six pies per bundle. ‖ Husked. ¶ Masur.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1892—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (*Sorghum vulgare*).		Bajra or cumbu (*Pennisetum typhoideum*).		Marua or ragi (*Eleusine coracana*).		Kangni or kakun. Italian millet (*Setaria italica*).		Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or thur, cadian pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	14 0	15 0	19 0	20 0	..	..	10 0	10 0	22 0	22 0	20 0	20 0	†	†	†	†	23 0	23 0	†	†	†	†	120 0	120 0	11 0	11 0
Ferozepore	14 0	14 0	22 0	21 0	..	...	9 0	9 0	20 0	21 0	15 0	14 0	‡	‡	12 0	12 0	22 0	21 0	20 0	20 0	11 0	10 0	120 0	120 0	12 0	12 8
Montgomery	13 0	13 0	18 0	18 0	...	...	9 0	9 0	18 0	14 0	17 0	15 0	‡	‡	18 0	18 0	19 0	18 0	18 0	15 0	8 0	8 0	300 0	300 0	11 0	12 0
Central—																										
Gurgáon	15 0	15 0	26 0	24 0	...	..	7 0	7 0	23 0	22 0	22 0	20 0	†	†	†	†	24 0	24 0	22 0	22 0	22 0	22 0	130 0	130 0	11 0	11 0
Delhi	15 0	15 0	23 0	22 0	...	..	10 0	10 0	26 0	24 0	19 0	18 0	†	†	12 0	10 0	23 0	22 0	21 0	19 0	23 0	22 0	90 0	90 0	11 0	11 0
Rohtak	14 0	15 0	21 0	21 0	..	...	9 0	9 0	27 0	28 0	20 0	19 0	†	†	12 0	12 0	23 0	23 0	18 0	16 0	20 0	16 0	120 0	120 0	11 0	11 0
Karnal	14 0	14 0	22 0	22 0	...	...	10 0	10 0	24 0	22 0	16 0	16 0	20 0	20 0	16 0	16 0	23 0	22 0	22 0	20 0	15 0	16 0	160 0	160 0	10 0	10 0
Lahore	13 0	13 0	20 0	20 0	...	...	9 0	9 0	19 0	19 0	12 0	12 0	‡	‡	15 0	15 0	19 0	19 0	18 0	18 0	9 0	9 0	85 0	85 0	10 0	10 0
Sub-montane—																										
Umballa	15 0	15 0	20 0	21 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	20 0	20 0	9 0	9 0	22 0	22 0	19 0	19 0	16 0	16 0	130 0	130 0	12 12	12 12
Ludhiána	14 0	14 0	21 0	22 0	...	...	10 0	9 0	21 0	22 0	12 0	10 0	†	†	14 0	13 0	21 0	18 0	17 0	18 0	13 0	13 0	110 0	120 0	12 0	12 8
Jullundur	14 0	14 0	20 0	20 0	..	...	8 0	8 0	20 0	20 0	16 0	16 0	‡	‡	14 0	13 0	19 0	19 0	17 0	18 0	‡	‡	100 0	100 0	11 8	12 8
Hoshiárpur	14 0	14 0	21 0	22 0	...	...	9 0	9 0	20 0	20 0	16 0	16 0	18 0	18 0	12 0	12 0	19 0	19 0	16 0	15 0	8 0	8 0	100 0	100 0	12 0	11 12
Gurdáspur	14 0	14 0	21 0	20 0	..	...	9 0	9 0	20 0	20 0	13 0	13 0	20 0	20 0	16 0	16 0	20 0	19 0	20 0	20 0	‡	‡	120 0	120 0	11 8	13 0
Amritsar	13 0	13 0	19 0	19 0	...	...	10 0	10 0	19 0	19 0	12 0	13 0	†	†	15 0	15 0	18 0	18 0	16 0	16 0	†	†	90 0	90 0	11 0	9 12
Hills—																										
Simla	8 0	8 0	10 0	10 0	...	...	6 0	6 0	10 0	10 0	10 0	9 0	11 0	11 0	10 0	8 0	12 0	11 0	9 0	9 0	9 0	8 0	100 0	100 0	8 0	8 0
Kángra	9 0	10 0	15 0	15 0	...	...	8 0	8 0	12 0	12 0	10 0	10 0	20 0	20 0	6 0	6 0	13 0	13 0	12 0	13 0	8 0	8 0	120 0	120 0	11 0	10 0
North-western—																										
Siálkot	12 0	13 0	18 0	19 0	...	...	8 0	8 0	18 0	18 0	‡	14 0	‡	†	‡	†	19 0	19 0	16 0	16 0	‡	†	120 0	120 0	13 0	14 0
Gujránwála	13 0	13 0	19 0	18 0	...	...	10 0	10 0	19 0	18 0	14 0	14 0	†	†	13 0	13 0	19 0	19 0	18 0	18 0	†	†	110 0	110 0	12 4	11 0
Gujrát	13 0	14 0	19 0	19 0	..	...	9 0	10 0	20 0	20 0	16 0	15 0	†	†	10 0	10 0	18 0	18 0	15 0	15 0	†	†	110 0	110 0	14 0	14 0
Jhelum	13 0	13 0	16 0	18 0	...	...	10 0	10 0	17 0	17 0	13 0	14 0	†	†	*	*	19 0	17 0	16 0	16 0	†	†	120 0	120 0	14 0	14 0
Ráwalpindi	11 0	12 0	16 0	17 0	..	...	8 0	7 0	17 0	19 0	13 0	13 0	*	*	16 0	16 0	18 0	17 0	11 0	13 0	17 0	18 0	65 0	75 0	13 4	13 8
Hazára	10 0	11 0	13 0	15 0	...	...	6 0	7 0	‡	‡	12 0	12 0	†	†	‡	‡	13 0	14 0	11 0	11 0	†	†	100 0	100 0	11 0	11 0
Peshávar	11 0	11 0	16 0	18 0	...	...	8 0	8 0	17 0	15 0	11 0	11 0	†	†	15 0	14 0	15 0	15 0	12 0	13 0	13 0	13 0	100 0	100 0	36 0	38 0
Kohát	10 0	11 0	15 0	17 0	...	..	9 0	12 0	14 0	16 0	13 0	14 0	‡	‡	23 0	23 0	13 0	15 0	14 0	14 0	‡	‡	85 0	85 0	60 0	60 0
Western—																										
Sháhpur	12 0	13 0	18 0	18 0	..	...	8 0	8 0	15 0	15 0	15 0	14 0	16 0	16 0	16 0	16 0	16 0	17 0	14 0	14 0	†	†	200 0	200 0	13 0	13 0
Jhang	11 0	10 0	17 0	16 0	...	...	8 0	10 0	14 0	15 0	12 0	12 0	16 0	16 0	15 0	15 0	16 0	14 0	14 0	12 0	10 0	8 0	200 0	200 0	12 0	12 0
Mooltan	12 0	12 0	18 0	18 0	...	..	13 0	12 0	16 0	17 0	14 0	13 0	†	†	16 0	16 0	18 0	17 0	14 0	17 0	†	†	90 0	90 0	12 4	12 4
Bannu	14 0	14 0	19 0	21 0	..	...	9 0	9 0	18 0	18 0	15 0	16 0	8 0	8 0	8 0	8 0	16 0	19 0	14 0	16 0	14 0	13 0	90 0	90 0	40 0	40 0
D. I. Khan	10 0	12 0	16 0	17 0	...	...	7 0	7 0	13 0	14 0	13 0	13 0	‡	‡	6 0	6 0	14 0	17 0	13 0	13 0	12 0	‡	140 0	115 0	34 0	36 0
Muzaffargarh	13 0	12 0	17 0	17 0	...	...	11 0	11 0	16 0	16 0	12 0	13 0	‡	‡	‡	‡	15 0	16 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	12 0	13 0	15 0	16 0	..	..	8 0	8 0	14 0	14 0	15 0	13 0	‡	‡	‡	‡	13 0	14 0	‡	‡	‡	‡	100 0	100 0	22 8	22 0
Sind and Baluchistan—																										
Karáchi	10 0	9 8	14 8	14 8	7 0	7 0	10 0	10 0	15 0	13 0	15 0	13 0	‡	‡	‡	‡	14 8	14 0	14 8	13 0	6 8	6 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	10 12	10 0	13 4	13 4	8 0	7 8	10 8	9 12	14 0	16 12	16 8	15 0	...	...	...	...	12 0	13 8	...	...	...	...	150 0	150 0	11 8	11 8
Thar and Párkar (Umarkot)	10 8	11 0	...	..	...	.	11 8	12 0		.	13 0	12 0	...	...	...	...	.	...	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur	11 8	11 12	16 0	16 0	8 0	8 0	10 0	10 0	14 0	14 8	15 0	15 0	...	...	...	...	14 0	14 0	...	...	10 0	10 8	120 0	120 0	12 0	12 0
Shikárpur	11 4	11 2	15 8	14 8	9 9	9 8	10 0	11 8	16 0	12 14	16 12	15 8	...	...	...	...	14 14	14 14	...	...	9 8	10 0	120 0	120 0	11 14	12 0
Upper Sind Frontier	11 8	10 12	13 5	13 0	8 0	8 0	12 4	12 4	21 0	16 0	20 0	16 0	...	...	...	...	13 8	13 8	...	...	8 10	8 10	213 0	213 0	11 0	11 0
Quetta	10 12	10 12	15 8	15 0	5 0	5 0	8 0	8 0	15 0	15 8	10 0	10 0	...	‡	6 0	‡	13 0	13 0	16 10	16 0	...	‡	70 0	70 0	8 0	8 0

Bombay—																										
Konkan—																										
Karwar	8 8	8 8	*	*	5 8	5 8	12 0	12 0	13 0	13 8	12 0	12 0	19 0	18 0	*	*	9 0	9 0	*	*	9 12	9 8	213 5	213 5	12 0	12 0
Ratnágiri	7 15	7 15	*	*	9 5	9 5	10 9	10 9	13 0	13 0	9 3	9 13	14 11	15 14	*	*	11 3	12 10	*	*	8 3	8 14	105 0	104 0	12 15	12 15
Coláha (Alibág)	8 0	8 0	...	...	7 5	7 5	10 2	11 2	12 2	12 2	11 4	11 4	...	...	...	...	11 0	11 0	...	...	9 3	9 3	103 0	103 0	12 0	12 0
Bombay	8 13	8 12	14 10	14 14	7 1	7 1	10 8	13 9	13 12	13 11	13 2	13 2	15 3	15 6	9 9	9 6	13 1	13 1	17 7	17 7	7 6	7 6	58 4	58 4	11 3	11 3
Tanna (Salsette)	8 12½	8 12½	*	*	8 3	8 3	10 0	10 0	*	*	12 14	12 14	18 11	*	*	*	11 7½	11 7½	*	*	8 12½	8 12½	80 0	80 0	12 5	12 5
Deccan—																										
Dharwar (Hubli)	9 1	9 1	*	*	8 11	8 11	9 8	9 8	20 13	19 15	15 15	15 15	22 6	20 11	*	*	10 11	10 11	*	*	13 2	13 2	75 0	91 0	10 7	10 5
Belgaum	9 8	9 8	17 0	16 0	10 0	9 8	10 8	10 0	19 0	17 8	18 0	16 0	24 0	22 0	*	*	11 4	11 8	*	11 0	8 8	8 8	86 0	89 0	13 4	13 0
Sátara	8 11	8 11	13 1	13 1	6 13	6 13	7 14	7 14	13 5	13 5	12 4	12 4	14 0	14 0	14 9	14 9	9 12	9 12	15 2	15 2	8 15	8 4	108 0	108 0	10 3	10 3
Sholapur	11 10	12 3	*	*	9 12	9 12	10 4	10 4	21 7	21 1	20 2	19 7	*	*	*	*	11 4	12 5	*	*	10 3	10 6	71 0	71 0	11 4	11 4
Bijápur	8 7	8 7	*	*	7 8	7 8	8 10	8 10	19 4	18 4	15 12	15 12	*	*	9 0	9 0	8 7	10 2	*	*	7 5	7 5	52 0	70 0	10 8	10 8
Poona (City)	9 3	9 3	10 3	10 3	7 15	7 15	8 9	8 9	14 2	14 2	13 13	13 13	16 6	16 6	...	...	11 8	11 8	...	...	12 0	12 0	67 7	67 7	11 11	11 11
Khandesh—																										
Ahmadnagar	10 4	10 4	...	...	7 0	7 0	8 0	8 0	18 0	18 0	17 0	17 2	...	...	...	...	13 4	13 4	...	...	16 0	15 0	91 0	91 0	13 0	13 0
Násik	11 8	12 15	...	...	9 0	9 0	10 8	10 8	...	...	15 13	14 13	19 2	19 2	...	...	13 8	13 8	...	...	11 8	11 8	128 0	128 0	14 4	14 4
Khandesh (Dhulia)	10 8	10 8	*	*	7 4	7 4	9 6	9 6	22 8	22 8	18 2	18 2	*	*	*	*	10 9	10 9	*	*	16 14	16 14	106 0	106 0	11 6	11 6
Guzerat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	8 0	8 0	15 0	15 0	14 0	14 0	*	*	6 0	6 0	13 0	13 0	*	*	14 0	14 0	95 0	95 0	13 0	13 0
Broach	11 0	10 8	*	*	8 0	8 0	10 8	10 0	17 0	17 8	14 0	13 8	*	*	*	*	12 8	13 0	*	*	13 0	13 0	80 0	80 0	13 0	13 0
Kaira	11 14	12 5	21 5	21 5	7 4	7 4	10 0	10 0	18 13	18 13	16 0	16 0	19 0	19 0	*	*	11 14	11 14	*	*	12 2	12 2	107 0	107 0	12 12	12 12
Baroda Camp (Sadar Bazar)	8 9½	8 0	12 9	12 9	6 4½	6 4½	8 0	8 0	17 2	13 11½	15 7	14 14	17 2	17 2	*	...	11 7	11 7	...	...	8 9½	9 2	73 2	73 2	10 13½	10 13½
Ahmadabad (Daskrohi)	11 0	11 0	19 0	19 0	8 0	8 0	9 0	9 0	16 0	18 0	16 0	15 0	20 0	20 0	...	...	13 0	13 0	19 0	19 0	12 0	12 0	80 0	80 0	13 8	13 8
Panch Máhals (Godhra)	9 0	9 0	...	..	9 8	9 0	11 8	11 0	...	...	16 0	15 0	23 0	20 0	...	...	17 0	17 0	22 0	18 0	10 0	10 0	160 0	160 0	12 4	12 4
Deesa Cantonment	11 8	11 8	13 8	13 8	6 0	6 0	7 8	7 8	13 0	13 0	14 0	12 14	*	*	*	*	13 8	13 8	*	*	11 0	11 0	145 0	145 0	12 0	12 0
Kattywar—																										
Rájkot	11 15	12 3	...	..	6 0	5 12	7 0	7 0	16 0	16 4	13 6	13 10	...	...	...	...	11 14	12 6	...	...	7 0	7 0	80 0	80 0	64 0	60 0
Central Provinces—																										
Western—																										
Nimar	12 13	12 13	...	...	6 13	6 12	10 9	10 9	20 7	19 1	..	..	...	...	...	...	17 4	17 4	...	...	11 10	11 10	120 0	120 0	11 5	11 6
Khandwa-Ásirgarh Cant.	11 8	11 8	...	...	9 0	9 0	10 0	10 0	17 8	17 8	17 8	17 8	...	...	15 0	15 0	15 0	15 0	...	...	11 8	11 8	160 0	160 0	8 0	8 0
Hoshangabad	12 15	12 10	...	...	7 6	7 6	10 6	10 6	14 15	14 15	...	...	...	...	...	...	16 10	16 10	...	...	12 5	12 5	140 0	140 0	9 8	9 8
Betúl	12 0	12 0	...	...	...	...	9 0	9 0	14 14	14 14	...	...	...	...	...	...	12 11	12 11	...	...	9 0	9 0	320 0	320 0	8 8	8 8
Chhindwára	9 8	10 9	...	...	7 4	8 0	8 14	10 0	11 14	12 0	...	...	...	...	...	...	9 8	10 9	...	..	8 0	9 0	120 0	120 0	8 0	8 9
Nágpur	11 8	11 9	...	...	10 0	10 0	11 4	10 10	16 14	16 14	...	...	...	...	...	...	16 4	16 4	...	...	10 5	10 5	95 0	95 0	10 8	10 8
Wardha	13 5	13 5	...	...	10 0	10 0	11 7	11 7	17 2	17 2	...	...	...	...	...	...	14 9	14 9	...	...	13 5	11 5	110 0	110 0	10 10	10 10
Central—																										
Narsinghpur	12 13	12 13	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	12 13	12 13	...	...	19 3	19 3	120 0	120 0	9 2	9 2
Saugor	11 9	11 12	...	...	9 6	9 6	9 11	9 11	...	...	...	...	...	...	...	...	15 7	15 7	...	...	18 0	18 0	144 0	144 0	9 4	9 4
Damoh	17 0	17 2	...	...	11 0	11 0	11 7	11 7	...	...	...	...	...	...	...	...	18 8	18 8	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Jubbulpore	13 4	13 4	...	...	9 12	9 4	11 12	11 0	18 8	18 0	...	...	...	...	..	...	18 0	18 0	..	...	11 12	12 0	110 0	110 0	9 4	9 4
Baghalkhand (Sutna)	15 14	15 0	26 0	26 0	8 0	8 0	15 0	14 0	.	...	...	...	...	...	8 0	8 0	20 0	20 0	...	...	24 0	25 4	129 0	130 0	10 6	10 9
Mandla	16 0	16 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	12 0	12 0	200 0	200 0	8 0	8 0
Seoni	13 9	13 9	...	...	8 10	8 10	11 7	11 8	...	...	...	...	...	...	...	...	12 7	13 9	...	...	9 2	9 2	180 0	180 0	9 2	9 2
Bálaghát	11 13	11 13	...	...	11 13	11 13	15 5	16 9	...	...	...	...	...	...	...	...	16 13	19 3	...	...	11 4	10 0	136 0	136 0	9 0	9 0
Bhandára	12 8	12 8	...	...	...	...	12 8	11 4	...	..	...	...	...	...	...	...	16 0	16 0	...	...	10 0	10 0	200 0	200 0	9 0	9 0
Chanda	12 9	12 9	...	...	...	...	11 9	11 9	14 13	14 13	...	...	...	...	...	...	11 11	13 0	...	...	10 8	10 8	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	13 5	13 5	...	...	12 5	13 8	18 0	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	10 14	10 14	64 0	64 0	8 0	8 0
Raipur	12 15	12 15	...	...	11 6	11 6	13 10	13 10	...	...	...	...	...	...	...	...	14 13	14 14	...	...	10 15	10 15	80 0	60 0	10 0	10 0
Sambalpur	10 8	10 8	...	...	13 2	13 2	16 10	16 10	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	120 0	120 0	9 10	9 2
Berar—																										
Buldána	14 0	14 0	...	...	8 0	8 0	9 0	9 0	23 0	23 0	20 0	20 0	...	...	...	...	15 0	15 0	...	...	10 0	10 0	182 0	182 0	9 0	9 0
Básim	13 5	13 13	...	...	8 0	8 10	10 5	10 5	22 10	24 0	23 0	23 0	...	...	...	...	14 0	15 10	...	...	11 10	12 8	80 0	80 0	9 6	9 8
Akola	11 0	11 0	...	...	7 0	7 0	10 0	10 0	18 0	18 0	15 0	15 0	...	...	...	...	11 0	13 0	...	...	10 0	10 0	87 0	87 0	10 0	10 0
Ellichpur	12 0	12 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	13 0	13 0	...	...	...	...	14 0	14 0	...	...	13 0	13 0	120 0	120 0	10 8	10 8
Amraoti	11 4	11 3	...	...	8 0	7 13	9 4	9 0	18 2	17 10	13 4	13 2	...	...	...	...	14 0	14 0	...	...	11 0	11 0	81 0	81 0	10 0	10 0
Wún	10 0	10 0	...	...	6 0	6 0	7 0	7 0	16 0	16 0	...	...	...	...	...	...	11 0	11 0	...	...	16 0	16 0	180 0	180 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	9 13	9 11	*	*	7 2	7 2	8 12	8 4	16 5	15 2	18 4	16 12	25 14	24 14	*	*	11 8	11 8	*	*	14 7	13 8	120 0	120 0	9 4	9 0
Boláram	10 8	10 8	*	*	7 0	7 0	7 14	7 12	9 14	16 5	20 6	*	*	*	*	*	12 4	12 3	*	*	*	*	116 14	116 14	9 5	9 5
Chadarghat	9 0	9 0	*	*	8 0	8 0	10 0	10 4	19 0	18 0	19 0	18 8	*	*	*	*	12 12	12 8	*	*	*	*	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not procurable.

RETAIL PRICES FOR THE 1st HALF OF SEPTEMBER 1892—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thúr, Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Madras—																										
Malabar Coast—																										
Malabar	7 14	7 14	...	...	8 14	8 2	9 5	8 8	*	*	*	*	16 2	16 2	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	7 14	7 14	...	...	9 14	9 14	11 5	11 5	*	*	*	*	17 8	17 8	...	...	...	...	...	...	...	...	121 8	121 8	12 11	12 11
South, central—																										
Coimbatore	9 0	9 0	...	...	9 8	9 8	10 0	10 0	20 0	20 0	19 2	19 2	19 11	18 0	...	...	...	...	...	...	...	...	133 11	133 11	11 11	11 11
Nilgiris	7 13	7 13	...	...	7 10	8 0	8 0	8 0	14 3	13 8	12 10	12 10	16 10	15 13	...	...	...	...	...	...	...	...	274 3	274 3	9 3	9 3
Salem	7 11	10 3	...	...	8 14	8 14	9 14	9 14	17 5	17 5	18 8	18 14	20 8	18 13	...	...	...	...	...	...	...	...	196 13	196 13	12 14	12 14
Central—																										
Bellary	8 10	9 10	...	...	9 10	8 13	10 5	9 3	20 10	22 11	16 14	15 0	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	6 11	6 11	...	...	9 10	9 2	10 13	9 11	18 0	17 0	12 3	12 3	18 6	17 8	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Cuddapah	7 0	7 11	...	...	8 11	8 11	11 3	10 13	15 13	17 11	21 13	20 8	21 13	21 3	...	...	...	...	...	...	...	...	140 0	140 5	12 3	12 3
Kurnool	7 5	7 5	...	...	9 3	8 14	10 0	9 5	19 3	18 8	13 13	13 13	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	6 8	6 8	...	...	10 0	10 0	11 0	11 0	11 8	*	*	*	14 13	14 10	...	...	...	...	...	...	...	...	104 0	119 2	10 11	10 11
Vizagapatam	8 0	8 0	...	...	7 13	7 13	10 8	10 3	15 2	15 2	24 13	17 13	18 3	18 3	...	...	...	...	...	...	...	...	97 3	97 3	11 11	11 11
Godávari	7 3	7 3	...	...	11 6	11 6	12 0	12 8	17 5	15 6	24 10	14 2	16 6	16 6	...	...	...	...	...	...	...	...	162 0	162 0	12 8	12 8
East Coast, central—																										
Kistna	6 14	6 14	...	...	11 8	10 6	12 2	11 0	17 6	16 13	*	*	19 6	17 14	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	7 3	7 3	...	...	9 8	9 0	11 2	10 10	16 0	16 0	12 3	12 3	18 3	18 3	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	6 11	6 11	...	...	8 6	8 8	9 8	9 3	13 8	13 8	17 3	12 14	18 3	17 2	...	...	...	...	...	...	...	...	123 14	123 14	12 11	12 11
Chingleput	*	*	...	...	8 5	8 5	8 11	8 11	*	*	*	*	16 6	16 6	...	...	...	...	...	...	...	...	124 6	124 6	12 6	12 6
N. Arcot	6 13	6 13	...	...	9 11	9 11	10 11	10 11	20 0	18 3	12 6	12 6	20 8	18 13	...	...	...	...	...	...	...	...	160 13	160 13	11 11	11 11
S. Arcot	7 6	7 0	...	...	10 14	10 6	11 6	10 14	*	16 13	22 5	21 10	21 8	19 2	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	6 10	6 10	...	...	9 10	10 0	10 0	10 6	*	*	20 5	17 13	19 10	21 8	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	6 5	6 5	...	...	9 3	9 6	9 6	9 13	*	17 8	17 2	17 2	10 6	17 0	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	7 13	7 8	...	...	8 11	8 6	9 10	8 13	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 6	14 6
Madura	7 13	7 13	...	...	9 8	9 11	9 11	9 14	14 10	14 10	14 0	14 0	15 8	15 8	...	...	...	...	...	...	...	...	116 10	116 10	13 10	13 10
Mysore—																										
Mysore	6 8	6 12	6 8	6 12	7 0	7 8	8 4	8 8	25 0	29 0	15 0	19 0	21 0	25 0	13 0	16 0	8 0	8 8	...	...	10 0	10 0	108 0	120 0	10 0	10 4
Bangalore	8 0	8 0	7 12	7 8	7 3	7 0	8 4	7 12	15 2	14 8	...	...	20 0	19 8	...	...	9 0	8 12	...	...	9 0	9 7	96 0	96 0	10 0	10 0
Kolar	7 4	7 8	6 4	6 8	8 0	7 12	8 8	8 4	20 0	21 0	21 0	25 0	35 0	25 0	...	...	8 12	9 0	24 0	25 0	10 0	10 4	150 0	150 0	9 8	10 0
Tûmkûr	7 0	7 0	7 0	7 0	8 0	8 0	9 0	9 0	21 0	22 0	...	...	28 0	28 0	...	...	8 8	8 8	...	...	12 0	12 0	340 0	340 0	9 8	9 8
Hassan	...	...	7 0	7 0	9 0	8 8	10 0	10 0	...	...	...	...	37 0	32 0	...	...	8 8	8 8	...	...	14 0	15 0	200 0	200 0	8 8	8 8
Kadur	7 0	7 0	7 0	7 0	9 0	9 0	11 0	11 0	...	...	...	...	28 0	28 0	...	...	9 0	9 0	...	...	7 0	7 0	240 0	240 0	8 0	8 0
Shimoga	7 6	6 1	7 14	7 6	9 7	8 6	11 9	11 9	30 7	24 2	...	...	32 0	26 4	...	...	8 15	9 11	...	...	12 10	12 10	480 0	480 0	8 15	9 6
Chitaldroog	8 8	8 8	9 0	9 0	8 8	8 8	10 8	10 8	32 0	32 0	18 0	18 0	40 0	36 0	32 0	30 0	10 0	10 0	...	...	10 0	10 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	7 8	7 8	6 8	6 8	8 0	8 0	10 0	10 0	...	...	...	...	23 0	25 8	...	...	14 8	15 0	...	...	...	...	110 0	110 0	8 8	9 0
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

J. F. FINLAY,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 45.} SIMLA, SATURDAY, NOVEMBER 5, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

HOME DEPARTMENT.

NOTIFICATIONS

PUBLIC.

Simla, the 2nd November, 1892.

No. 2159.—In exercise of the power conferred by Statute 33 Victoria, Chapter 3, Section 6, and in supersession of the rules published in Notification No. 1534, dated the 22nd August 1879, the Governor General in Council has been pleased to make the following rules, which have been sanctioned by the Secretary of State in Council with the concurrence of a majority of the members present:

1. The Local Government may appoint any member of the Provincial Civil Service subordinate to it, who is a Native of India and of proved merit and ability, to any of the offices, places, and employments ordinarily held by members of the Civil Service of India, to fill which it has been declared by such Local Government (by notification in the official Gazette) that members of such Provincial Civil Service can properly be appointed; provided that no appointment shall be made to the office of District and Sessions Judge, or Chief Administrative Officer of a district, or to any administrative office of higher rank, if the vacancy to be filled is permanent, or for a period of more than three months, without the sanction of the Governor General of India in Council.

2. The Local Government may, with the previous sanction of the Governor General in Council (but not otherwise), at any time appoint any Native of India of proved merit and ability to any of the offices, places, and employments specified by such Local Government in any such notification as in Rule 1 is mentioned; provided that not more than one-fourth of the offices, places, and employments so specified shall at any one time be held by Natives of India not members of the Provincial Civil Service subordinate to that Local Government; but this proviso shall not apply to or include any Native of India (not a member of a Provincial Service) who has, prior to the making of these rules, been appointed under Statute 33 Vict., cap. 3, Section 6, to an office, place, or employment in the Civil Service of India.

3. The Local Government may (with the previous sanction of the Governor General in Council, in any case in which such sanction is required for a permanent appointment) declare any appointment to be made on probation only, and may prescribe the terms on which it is made and the conditions with which the person appointed must comply before he can be confirmed.

4. The Local Government may at any time suspend and, with the previous sanction of the Governor General in Council, remove any person appointed by such Local Government under these rules.

ESTABLISHMENTS.

The 31st October, 1892.

No. 538.—Under the authority conveyed by the 29th section of the Act 21 and 22 Victoria, Chapter 106, His Excellency the Governor General of India is pleased, subject to the approbation of Her Majesty the Queen, Empress of India, to appoint the Honourable Sir Charles Haukes Todd Crosthwaite, K.C.S.I., of the Indian Civil Service, to be Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh.

MEDICAL.

The 28th October, 1892.

No. 609.—The services of the undermentioned medical officers are replaced at the disposal of the Government of Madras:

Surgeon-Major J. C. Marsden.

Surgeon-Major R. Pemberton.

No. 610.—Surgeon-Major D. S. E. Bain, Madras Establishment, is appointed to be Civil Surgeon of Coorg.

JUDICIAL.

The 2nd November, 1892.

No. 1381.—The services of Lieutenant E. Waller, 19th Bengal Infantry, Officiating Cantonment Magistrate of Cawnpore, are replaced at the disposal of the Military Department.

No. 1386-*A*.—*Appointment*.—Mr. E. Hosking, Indian Civil Service, Bombay Establishment, to be Judicial Commissioner of Lower Burma, *vice* Mr. E. M. H. Fulton.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.

MUSEUMS AND EXHIBITIONS.

Simla, the 3rd November, 1892.

No. 3221—45.—The services of Mr. E. C. Cotes, Officiating Deputy Superintendent of the Indian Museum, are transferred to the Forest School at Dehra Dun for two months, with effect from the 9th October 1892, and Mr. R. L. Chapman, Officiating First Assistant, is appointed to the charge of the current duties of the Deputy Superintendent during Mr. Cotes' absence.

FORESTS.

The 4th November, 1892.

No. 1421-*F*.—Mr. A. E. Wild, Conservator of Forests, 3rd (officiating 2nd) Grade, Central Circle, North-Western Provinces and Oudh, availed himself on the forenoon of the 25th October 1892 of the furlough granted him in the Notification of this Department, No. 1326-F., dated the 28th ultimo.

No. 1423-*F*.—The following appointments and reversions are made in consequence of the return to duty from furlough of Messrs. Bagshawe and Home, Conservators of Forests:

Mr. C. Bagshawe, Conservator, 2nd Grade, is appointed temporarily to the charge of the Central Circle in the North-Western Provinces and Oudh, and will officiate in the 1st Grade of Conservators until further orders. Mr. E. P. Dansey, Officiating 1st Grade Conservator, Bengal, reverts to the 2nd Grade of Conservators.	With effect from 25th October 1892.

Mr. A. L. Home, Conservator, 1st Grade, is appointed to the charge of the Western Circle in Upper Burma. Mr. R. H. C. Whittall, Officiating 1st Grade Conservator, Punjab, reverts to the 2nd Grade of Conservators. Mr. P. J. Carter, Officiating 2nd Grade Conservator, Pegu Circle, Lower Burma, reverts to the 3rd Grade of Conservators. Mr. T. H. Aplin, Officiating Conservator, 3rd Grade, Western Circle, Upper Burma, reverts to his substantive appointment of Deputy Conservator, 2nd Grade.	With effect from 28th October 1892.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 29th October, 1892.

No. 4105-*I*.—The Governor-General in Council is pleased to invest Mr. Edulji Bymonji Dustoor, a Magistrate of the 1st Class, with power to try summarily persons accused of any of the offences specified in section 260 of Act X of 1882, the said powers to be exercised within the limits of the Hyderabad Residency Bazars.

The 3rd November, 1892.

No. 1820-*G*.—With reference to Foreign Department notification No. 1305-G., dated the 21st July, 1892, Mr. F. Müller, Consul for Sweden and Norway at Akyab, resumed charge of his office on the 23rd September, 1892.

No. 1823-*G*.—With the sanction of Her Majesty's Government, the Governor-General in Council is pleased to recognise the appointment of Mr. Dwight Moore, Vice-Consul, as Consul for the United States of America at Aden.

No. 1826-*G*.—Captain P. J. Melvill, Indian Staff Corps, Political Assistant of the 1st Class, is appointed, on return from furlough, to officiate as a Political Agent of the 3rd Class, and is posted as Assistant Commissioner of Ajmere, with effect from the date of assuming charge.

No. 1828-*G*.—Captain J. G. Morris, Indian Staff Corps, Special Assistant Commissioner in the Hyderabad Assigned Districts, is, on return from furlough, appointed to officiate as a Deputy Commissioner of the 3rd Class, with effect from the 13th September, 1892, and until further orders.

No. 1830-*G*.—Munshi Hyder Ali Khan, Attaché to the Resident at Hyderabad, is appointed to be Attaché to the Agent to the Governor-General in Central India, with effect from the date of assuming charge, *vice* Sahibzada Muhammad Wahid-ud-din, transferred to foreign service.

W. J. CUNINGHAM,

Deputy Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATION.

LEAVE AND APPOINTMENTS.

Simla, the 4th November, 1892.

No. 4535-*P*.—Mr. T. H. S. Biddulph, Officiating Comptroller, India Treasuries, is granted furlough on medical certificate for one year, with effect from the 13th November 1892.

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 4th November, 1892.

APPOINTMENTS.

STAFF CORPS.

No. 1044.—Lieutenant Laurence Lockhart Maxwell, Lancashire Fusiliers, officiating Squadron Officer, 2nd Bengal Lancers, is admitted to the Indian Staff Corps from the 20th September 1891, subject to confirmation by the Secretary of State for India.

No. 1045.—Lieutenant Harold Montague Browne, Hampshire Regiment, officiating Wing Officer, 4th Sikh Infantry, having completed eighteen months' probationary service, is admitted to the Indian Staff Corps from the 19th March 1891, subject to confirmation by the Secretary of State for India.

No. 1046.—The undermentioned officers are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenant Robert Sears Paul, Border Regiment, officiating Wing Officer, 23rd Regiment (2nd Battalion, Rifle Regiment), Bombay Infantry,—3rd July 1891.

Second-Lieutenants—

James Leslie Alexander, 2nd Dragoon Guards, officiating Squadron Officer, 3rd Regiment, Bombay Cavalry,—24th June 1891.

Charles Augustus Frederick Hocken, Scottish Rifles, officiating Wing Officer, 23rd Regiment (2nd Battalion, Rifle Regiment), Bombay Infantry,—1st September 1891.

Second-Lieutenants Alexander and Hocken will rank as Lieutenants in the Indian Staff Corps from the 24th June and 1st September 1891 respectively, subject to Her Majesty's approval.

No. 1047.—With reference to G. G. O. No. 1019 of 1892, Second-Lieutenant R. L. Ricketts, unattached list, British army, is posted to the Bengal instead of to the Madras presidency, with effect from the date of his arrival in India.

FURLOUGH AND LEAVE.

No. 1048.—The undermentioned officer is granted furlough out of India:

Surgeon-Captain E. R. W. C. Carroll, 16th Bengal Infantry, (m. c.) for one year, under rule I of the regulations of 1875.

No. 1049.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty:

Lieutenant C. H. Beville, Indian Staff Corps, Deputy Assistant Commissary-General, 1st class, for one year. Pension service—8th year commenced 29th August 1892.

No. 1050.—With reference to G. G. O. No. 854 of 1892, Lieutenant T. C. Plowden, probationer, Indian Staff Corps, 3rd Bengal Infantry, has been granted by the Secretary of State for India leave out of India, (m. c.) for six months, under the leave rules for the Staff Corps, with effect from the date on which he left India.

No. 1051.—The undermentioned officers have been granted extensions of furlough or leave by the Secretary of State for India:

Colonel C. A. Dodd, Indian Staff Corps, Superintendent, Government Press, and Curator, Government Book Depôt, Allahabad, (p. a.) for four months.

Major F. S. Sorell, Indian Staff Corps, Commandant, 5th Infantry, Hyderabad Contingent, (p. a.) for four months.

Major B. Channer, D.S.O., Indian Staff Corps, Wing Commander and 2nd-in-command, 2nd Bengal Infantry, (m. c.) for two months.

Lieutenant R. G. Burton, Indian Staff Corps, Wing Officer and Quartermaster, 1st Infantry, Hyderabad Contingent, (p. a.) for two months.

Lieutenant H. A. H. Thompson, Indian Staff Corps, 1st Battalion, 2nd Gurkha Rifles, (m. c.) for two months.

Lieutenant H. J. Thacker, Indian Staff Corps, 8th Bengal Infantry, Deputy Assistant Commissary-General, 2nd class, Commissariat-Transport Department in India, (m. c.) for three months.

Lieutenant W. St. C. Bland, Royal Artillery, subaltern, No. 8 (Bengal) Mountain Battery, (m. c.) for five months.

Brigade-Surgeon-Lieutenant-Colonel W. Finden, 7th Bengal Cavalry, (m. c.) for six months.

No. 1052.—Sub-Conductor C. Edwards, Supervisor, 2nd grade, Military Works Department, was on leave in India, (m. c.) from the 18th March to the 6th April 1892, under article 920-F, Army Regulations, India, vol. I, part I.

LONDON GAZETTE.

No. 1053.—The following extracts are published for general information:

"London Gazette," dated the 11th October, 1892, page 5685.

WAR OFFICE;

Pall Mall, 11th October, 1892.

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MEMORANDA.

* * * * * * * * *

INDIAN STAFF CORPS.

The undermentioned officers are transferred to the unemployed supernumerary list. Dated 23rd September 1892:

Lieutenant-General Alexander Carnegy, C.B.
Major-General Philip H. Le Geyt.

Major-General Edward L. Hankin to be Lieutenant-General. Dated 23rd September 1892.

The undermentioned Colonels to be Major-Generals. Dated 23rd September 1892:

Philip H. Le Geyt.
George F. Beville.

The undermentioned Colonels to be Major-Generals on the unemployed supernumerary list. Dated 23rd September 1892:

Thomas J. Watson.
Willoughby C. S. Clarke.
James H. Drummond.
Thomas W. Rutherfurd.
Evelyn M. Norie.
Frederick T. Bainbridge.

* * * * * * * * *

PROMOTIONS.

No. 1054.—The following promotions are made, subject to Her Majesty's approval:

INDIAN STAFF CORPS.

To be Lieutenant-Colonel.

Major William Hutt Curzon Wyllie,—30th October 1892.

To be Major.

Captain Peter Robert Bairnsfather,—2nd November 1892.

MEDICAL DEPARTMENT.

Surgeon-Majors who have completed twenty years' full pay service to be Surgeon-Lieutenant-Colonels.

Dated 1st October 1892.

Mathew Denis Moriarty, M.D.
Gordon Price, M.D.
Edward Bovill, M.B.
Bartholomew O'Brien, M.D.
Henry Walter Hill, M.B.
Zalnoor Allee Ahmed, M.D.
William Arthur Gilligan.
William Edwin Griffiths.

Surgeon-Captains who have completed twelve years' full pay service to be Surgeon-Majors.

Dated 2nd October 1892.

George Michael James Giles, M.B.
Arthur Robert Wyatt Sedgefield, M.B.
Edwin Francis Horatio Dobson, M.B.
Johnston Shearer, M.B.
Syed Hassan.
Hem Chandra Banerji.
Shambu Chandra Nandi, M.B.
Francis Samuel Peck.
William Deane.

NATIVE ARMY.

No. 1055.—*4th Bengal Cavalry*—

Jemadar Mir Mahbub Ali to be Ressaidar and Duffadar Dost Muhammad to be Jemadar, *vice* Ressaidar Ghafur Ali, transferred to the pension establishment, with effect from the 1st July 1892.

Duffadar Ashraf Khan to be Jemadar, *vice* Hashmat Ali Khan, transferred to the pension establishment, with effect from the 1st June 1892.

No. 1056.—*7th Bengal Cavalry*—

Risaldar Kripal Singh to be Risaldar-Major, Ressaidar Badri-nath to be Risaldar, Jemadar Kalandar Khan to be Ressaidar, and Duffadar Mahomed Akbar Ali Khan to be Jemadar, *vice* Risaldar-Major Muhammad Husain Khan, Sardar Bahadur, transferred to the pension establishment, with effect from the 26th August 1892.

No. 1057.—*13th Bengal Lancers*—

Kote Duffadar Bela Singh to be Jemadar, *vice* Jaimal Singh, transferred to the pension establishment, with effect from the 9th August 1892.

No. 1058.—*17th Bengal Cavalry*—

Jemadar Hamzullah Khan to be Ressaidar and Kote Duffadar Nikab Gul Khan to be Jemadar, *vice* Sar Buland Khan, transferred to the pension establishment, with effect from the 1st October 1892.

No. 1059.—*8th Bengal Infantry*—

Jemadar Ram Khilawan Singh to be Subadar and Havildar Agan Singh to be Jemadar, *vice* Subadar Yethee Misir, transferred to the pension establishment, with effect from the 19th August 1892.

Jemadar Karm Singh to be Subadar and Havildar Balak Singh to be Jemadar, *vice* Subadar Nihal Singh, transferred to the pension establishment, with effect from the 19th August 1892.

RETIREMENTS.

No. 1060.—First grade Senior Apothecary Samuel Bond is permitted to retire from the service, with effect from the 22nd October 1892.

REWARDS

ORDER OF MERIT.

No. 1061.—With reference to G G. O. No. 579 of 1858, it is notified that the correct name of the Havildar of the Bengal Sappers and Miners therein admitted to the third class of the Order of Merit is "Baijnáth Singh" and not "Bisnath Singh."

VOLUNTEER CORPS.

PROMOTIONS.

No. 1062.—*3rd Administrative Battalion, North-Western Provinces Volunteers and Allahabad Volunteer Rifle Corps*—

Lieutenant-Colonel Sir John Edge, *Kt.*, Commandant, is granted the honorary rank of Colonel.

MARINE DEPARTMENT.

FURLOUGH AND LEAVE.

No. 59.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules contained in Marine Circular No. 7, dated the 20th April 1892, the specified period to count from the date of being struck off duty:

Mr. F. F. Pickard, Engineer, Royal Indian Marine, for one year.

No. 60.—The undermentioned officer has been granted an extension of leave by the Secretary of State for India:

Commander G. Wilson, Royal Indian Marine, Port Officer, Rangoon, (p. a.) for six months.

E. H. H. COLLEN,
Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Simla, the 4th November, 1892.

Statement of Deposits on account of Estates between the 29th October and the 4th November 1892.

On whose account.	Rank.	Corps.	Date of decease.	Testate or Intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					Rs. a. p.		
Thomas Davis (*a*) ...	Conductor	Commissariat-Transport Department.	6th February 1892.	Intestate ...	987 15 6	...	3rd January 1893.

(*a*) *Children*—
* Ronald Davis.
Margaret Davis.
Jessie Davis.
Telford Davis.
Ellen Davis.

**Address*—Schoolmaster, Martinère College, Lucknow.

E. H. H. COLLEN,
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 31st October, 1892.

No. 388.—The undermentioned Engineers, State Railways, are transferred from the establishment under the Government of Madras to that under the Director General of Railways for employment on the Cuttack-Midnapur-Howrah Railway Survey :

Mr. W. G. Allen, Executive Engineer, 2nd Grade, sub. *pro tem.*

Rai Bahadur Baroda Prosad Bosu, Executive Engineer, 3rd Grade, sub. *pro tem.*

No. 389.—Mr. J. E. Dallas, Executive Engineer, 3rd Grade, State Railways, is appointed to officiate as Deputy Consulting Engineer for Railways, Bombay.

The 1st November, 1892.

No. 390.—Second-Lieutenant J. L. Meyer, R.E., is appointed temporarily to the Public Works Department as an Assistant Engineer, 2nd Grade, and posted to Burma.

The 3rd November, 1892.

No. 391.—*Corrigendum.*—In Public Works Department Notification No. 375, dated 26th October 1892, *for* "Mr. G. C. Lawrie" *read* "Mr. G. C. Laurie."

The 3rd November, 1892.

No. 392.—His Excellency the Governor General in Council having sanctioned a preliminary survey being undertaken for a line of railway on the standard gauge from Delhi to Minchinabad, either *viâ* Bhatinda or *viâ* Sirsa, with a branch from some suitable point, probably near Sito Gano to Bhatinda, is pleased to place the same under the control of the Director General of Railways.

The project will be known as the Delhi-Minchinabad Railway Survey.

The 4th November, 1892.

No. 393.—Mr. A. W. T. des A. DeCrettes, Executive Engineer, 1st Grade, Burma, is reduced to the rank of Executive Engineer, 2nd Grade.

No. 394.—His Excellency the Governor General in Council, having sanctioned a survey being undertaken for a line of railway on the standard gauge from Umballa to Patiala, is pleased to place the same under the control of the Director General of Railways.

The project will be known as the Umballa-Patiala Railway Survey.

TELEGRAPHS.

The 4th November, 1892.

No. 395.—The undermentioned passed students of the Royal Indian Engineering College, Coopers Hill, have been appointed by Her Majesty's Secretary of State for India to the Indian Telegraph Department as Assistant Superintendents :

Mr. Henry Aubrey Armstrong.
" Stephen Babington.

F. L. O'CALLAGHAN,
Secretary to the Government of India.



SUPPLEMENT TO

The Gazette of India.

No. 45.] SIMLA, SATURDAY, NOVEMBER 5, 1892.

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, October 29th, 1892.

The weather during the week under review has been similar in its more important characteristics to that which prevailed during the previous week. Areas of depression have crossed the Bay and the Peninsula, and have given very unsettled rainy weather to North-East India, the Peninsula, and the central parts of the country. These depressions considered barometrically have been much slighter than those of the preceding week, but they have nevertheless given heavy rain over Southern India, but more particularly to the Madras Coast between Gopalpore and Madras. In North-West India the weather has been throughout fine, and on the West Coast, though the winds have been abnormal and conditions at times threatening, the weather, though very rainy, has not been disturbed by any considerable storm.

On the 23rd the chart showed relatively high pressures over Northern India and in the extreme south, while a broad band of relatively low readings lay over the head and centre of the Peninsula and part of the Bay. The lowest pressures within this band were shown over the region represented by the stations of Sholapur, Ratnagiri, and Goa, where the residual depression of the disturbance of the previous week was shown. The winds were variable, but were generally westerly in the south, easterly in the north, and irregularly cyclonic in the neighbourhood of the residual depression noticed above. The force was fresh at a few stations in the east and west of the Peninsula. Rain had fallen at all stations in Burma, at most stations in the Peninsula (except the South Karnatic), and at a few stations in the Central Provinces and in Bengal. The amounts were large at the mid-West Coast stations; moderate or small elsewhere. On the 24th the barometer was rising, except in parts of North-East India. The slight depression noticed on the previous day had advanced north-westward and lay off the Bombay Coast. In other respects the distribution of pressure was little changed. Calms prevailed over North-West India and an easterly to north-easterly current of air over the Gangetic plain and the central parts of the

country, but elsewhere the directions were very variable. Rain had extended somewhat in the Central Provinces, but otherwise the rainfall distribution was similar to that reported on the 23rd, though the amounts were less heavy on the West Coast. The heaviest falls were—Poona, 5·87 inches ; Cuttack, 3·54 inches. On the 25th pressure was falling generally, and was much below the normal average. Shallow areas of depression were shown over the northern parts of the Bombay Presidency, over the west of the Punjab, and over the Karnatic, while readings were highest in Tenasserim. The pressure differences were generally small. The winds were very variable. Rain had fallen over the west of the Peninsula, and showers, often of considerable amount, had fallen in parts of Madras and of the north-east of India. On the 26th the distribution of pressure had reverted to that which prevailed at the commencement of the week, *viz.*, high pressures over Northern and Southern India with an intervening broad band of low pressure. A depression was apparently developing over the Andaman Sea, and the wind was fresh from north-east at Diamond Island. The winds generally were little changed. Rain had ceased on the Konkan Coast, but there had been a considerable extension of rainfall over other parts of the Peninsula as well as in the central parts of the country and North-East India. The chart of the 27th showed relatively high pressures over Burma and the whole of Northern India, and relatively low pressures over the Peninsula and the Bay. A depression was crossing the Bay, and the wind at Diamond Island was fresh from east-south-east. The wind was northerly on the west side of the Bay and easterly at the central stations. Showers of rain were reported from Bengal and the east and west of the Peninsula. On the morning of the 28th the barometer was falling over Madras and rising elsewhere. The depression which was crossing the Bay was approaching the Madras Coast, and there was a difference of 0·276 inch of pressure between Eastern Rajputana and the Central Madras Coast. The wind was cyclonic around the Bay and more or less easterly elsewhere. Heavy rain had fallen along the Madras Coast and showers over the central parts of the Peninsula, the Central Provinces, and North-East India. The chart of the 29th showed that the centre of the depression had struck the Madras Coast close to Nellore. The barometer was falling, except on the extreme north-west, and gradients remained steep. The winds were variable in the north-west, but were more or less cyclonic elsewhere. The force was still strong on the Madras Coast. Rain was falling all over the Peninsula, heavily in North Madras, and a few local showers were reported from other parts of India.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India.

Province.	23rd.	24th.	25th.	26th.	27th.	28th.	29th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	—2·4	—0·8	—0·5	—0·5	—0·2	+0·2	+0·5	—0·5
Bengal and Assam . .	+0·7	+1·3	+1·7	—0·3	—0·5	+1·0	+2·1	+0·9
North-West Provinces and Oudh.	—1·4	—1·0	—1·1	—1·2	—1·3	—1·3	+0·7	—0·9
Punjab	—1·8	—1·4	—1·7	—1·0	—0·8	—0·4	—0·3	—1·1
Bombay	—0·9	—1·2	—1·6	—1·0	—1·5	—0·8	+0·4	—0·9
Central Provinces and Berar	+2·8	+3·2	—1·5	—1·9	—2·5	0	+3·8	+0·6
Central India and Guzerat .	—0·6	—1·5	—4·1	—3·9	—3·4	—0·3	+2·3	—1·6
Sind and Rajputana . .	—1·9	—2·3	—2·6	—1·8	—2·7	—1·0	—0·2	—1·8
Madras	+0·7	+1·3	+0·8	+1·2	+0·2	+0·2	—0·4	+0·6
Mean for whole India .	—0·5	—0·3	—1·2	—1·2	—1·4	—0·3	+1·0	—0·5

In most parts of the country the temperature of the week has been low, and for the whole of India for the whole week there has been a deficiency of $\frac{1}{2}^{\circ}$. In the Central Provinces and Bengal, however, where the sky has been cloudy, the minima have been unusually high, and in South Madras the maxima have been high; and these districts have had a slight excess of temperature, but in all the other Provinces there has been a deficiency.

Rain.—The rainfall table at the close of the summary shows that during the week there was practically no rain received over the Gangetic plain, the Punjab, Rajputana, Central India, Sind, Kathiawar, and Guzerat, but that more or less fell in all other parts of the Indian region. Thus, while nineteen divisions received either no rain or average amounts of less than one-tenth of an inch, thirty-two divisions received effective rainfall. According to the normal rain should be received during the week in all divisions, except the Punjab, South and Central, so that on the whole the rainfall has been somewhat less widely distributed than usual during the week. The heaviest average actual rainfall was 6·65 inches in the East Coast (North), followed by 5·04 inches in Berar, by 4·99 inches in the East Coast (Central), and by 4·05 inches in Malabar. The heaviest average normal rainfall of the week is 1·73 inches in Coorg, followed by 1·87 inches in the East Coast (South), by 1·75 inches in the East Coast (North), and by 1·73 inches in Malabar. Hence, though the rainfall was less widely distributed than usual, it is evident that over those regions where rain was received the amount was greatly in excess of the normal.

The third column of the table shows that the rainfall of the week was in excess in Lower Burma and Arakan, in Assam (Surma), in Eastern, Deltaic, and Central Bengal, in Orissa and Chota Nagpur, in Malabar, the Konkan, the Bombay Deccan, Khandeish, Berar, the Central Provinces, Central India, (East), Hyderabad (South), and the East Coast, except the south. The greatest excess was over the east of the Peninsula, but in the central parts of the country, in Malabar, and in East Bengal the excess was also very large.

The three concluding columns of the table show the state of the rainfall for the past two weeks. In Arakan, Assam (Surma), East and Deltaic Bengal, Orissa, the greater part of the Peninsula (except the extreme south and south-east) the rainfall of the period has been largely in excess, while over most of the region, where the rainfall has been deficient, the amount expected is ordinarily so small that its absence is not important.

The following gives the largest total amounts received during the week as reported in the rainfall telegrams of the week:

Division.	District.	Station.	Amount.
Arakan	Akyab	Sudder	4·04 inches.
East Bengal	Chittagong	Cox's Bazar	7·88 "
Central Bengal	Bankura	Raipur	6·05 "
Malabar	South Kanara	Udipi	8·49 "
Madras	Nilgiris	Kaity	4·10 "
Konkan	North Kanara	Honavar	9·08 "
Deccan	Kolhapur	Bawda	10·03 "
Khandeish	Ahmednagar	Shevgaon	8·89 "
Berar	Basim	Pusad	9·31 "
Central Provinces	Seoni	Sudder	5·70 "
East Coast	Godavari	Narsapur	15·50 "
	Nellore	Udayagiri	10·10 "

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING OCTOBER 29TH.			RAINFALL DATA FROM OCTOBER 16TH TO OCTOBER 29TH, 1892.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall since October 16th to October 29th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches.*	*Inches.*	*Inches.*	*Inches.*	*Per cent.*
BURMA	Tenasserim	0·19	1·08	— 0·89	1·16	3·28	— 65
	Lower Burma	2·14	1·20	+ 0·94	2·71	2·88	— 6
	Central Burma	1·04	1·10	— 0·06	1·73	2·30	— 25
	Upper Burma	3·19	?	?	4·57	?	?
	Arakan	2·30	1·65	+ 0·65	6·43	2·80	+ 130
BENGAL AND ASSAM	Eastern Bengal	3·49	1·16	+ 2·33	4·66	2·35	+ 98
	Assam (Surma)	3·15	1·32	+ 1·83	6·26	2·56	+ 145
	Do. (Brahmaputra)	0·16	0·73	— 0·57	0·46	1·58	— 71
	Deltaic Bengal	1·80	0·86	+ 0·94	2·83	2·00	+ 42
	Central Bengal	0·70	0·58	+ 0·12	1·14	1·73	— 34
	North Bengal	0·31	0·95	— 0·64	0·67	1·99	— 66
	Orissa	2·21	1·63	+ 0·58	4·10	2·80	+ 46
	Chota Nagpur	1·66	0·60	+ 1·06	1·66	1·95	— 15
	Behar (South)	0·20	0·49	— 0·29	0·20	0·83	— 76
	Do. (North)	0·05	0·42	— 0·37	0·05	0·84	— 94
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	0·03	0·49	— 0·46	0·03	0·72	— 96
	Oudh (South)	0	0·25	— 0·25	0	0·37	— 100
	Do. (North)	0	0·09	— 0·09	0	0·25	— 100
	North-Western Provinces (Central).	0	0·11	— 0·11	0	0·17	— 100
	North-Western Provinces (West).	0	0·03	— 0·03	0	0·06	— 100
	North-Western Provinces (Submontane).	0	0·11	— 0·11	0	0·24	— 100
PUNJAB	Punjab (South)	0	0	0	0	0·07	— 100
	Do. (Central)	0	0	0	0	0·07	— 100
	Do. (Submontane)	0	0·01	— 0·01	0	0·08	— 100
	Do. (Hill Districts)	0	0·06	— 0·06	0	0·19	— 100
	Do. (North-West)	0	0·05	— 0·05	0	0·16	— 100
	Do. (West)	0	0·01	— 0·01	0	0·03	— 100
BOMBAY AND MALABAR COAST DISTRICTS (MADRAS).	Malabar	4·05	1·73	+ 2·32	12·24	4·55	+ 169
	Madras (South Central)	0·91	1·33	— 0·42	2·34	3·25	— 28
	Coorg	1·72	1·93	— 0·21	5·91	3·74	+ 58
	Mysore	0·28	1·13	— 0·85	1·61	2·37	— 32
	Konkan	2·69	1·12	+ 1·57	4·98	2·22	+ 124
	Bombay Deccan	2·58	1·10	+ 1·48	6·05	2·15	+ 181
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	2·05	0·52	+ 1·53	2·96	1·43	+ 107
CENTRAL PROVINCES AND BERAR.	Berar	5·04	0·48	+ 4·56	5·26	1·45	+ 263
	Central Provinces (West)	2·59	0·48	+ 2·11	2·89	0·85	+ 240
	Ditto (Central)	1·72	0·45	+ 1·27	1·91	0·73	+ 162
	Ditto (East)	1·30	0·48	+ 0·82	1·35	0·71	+ 90
BOMBAY (NORTH)	Guzerat	0·05	0·27	— 0·22	0·54	0·39	+ 38
	Kathiawar	0	0·20	— 0·20	1·73	0·23	+ 652
	Sind	0	0·01	— 0·01	0	0·04	— 100
RAJPUTANA AND CENTRAL INDIA.	Central India (East)	0·08	0·01	+ 0·07	0·48	0·25	+ 92
	Rajputana (East), Central India (West).	0	0·13	— 0·13	0·16	0·25	— 36
	Rajputana (West)	0	0·01	— 0·01	0	0·05	— 100
MADRAS	East Coast (North)	6·65	1·75	+ 4·90	11·81	3·59	+ 229
	Ditto (ditto) (*a*)	6·10	0·86	+ 5·24	8·90	2·24	+ 297
	Hyderabad (South)	2·39	0·22	+ 2·17	5·97	0·65	+ 818
	Madras (Central)	3·11	0·96	+ 2·15	5·30	2·44	+ 117
	East Coast (Central)	4·99	1·68	+ 3·31	8·94	4·16	+ 115
	Ditto (South)	1·21	1·87	— 0·66	2·13	3·95	— 46
	Madras (South)	0·53	1·46	— 0·93	1·59	3·22	— 51

W. L. DALLAS,
Asst. Meteorological Reporter to the Government of India.

SIMLA, *3rd November, 1892.*

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 29th October.*—Rainfall very heavy in the Deccan, southern parts of the Circars, and on the West Coast, moderate in the Karnatic districts, and light in the Central and Southern districts. Sowings still continue. Crops generally thriving, but damaged somewhat by excessive rain in Godavari, Kistna, and parts of the Deccan. Harvest of early crops continues; outturn about average. Water-supply ample. Pasture abundant and condition of cattle good. Prices generally easier, but still largely above normal rates for October. General prospects very favourable.

Bombay.—*For week ending 2nd November.*—Rainfall slight in parts of Guzerat and Sind; heavy in parts of Konkan and throughout the Deccan and Karnatak. Standing crops damaged by rain in parts of eleven districts and by locusts or other insects in parts of Sind. Harvesting of early and sowing of late crops retarded by rain in parts of eight districts; progressing elsewhere. Agricultural stock good and fodder sufficient.

Bengal.—*For week ending 29th October.*—Rainfall during the week has been general and well distributed, except in parts of Behar; elsewhere prospects of winter rice much improved and spring sowings now in full progress. Prices are almost stationary. Cattle generally in good condition and supply of fodder and water abundant. In Mymensingh some temporary distress has been caused by the high price of rice in parts, which may last till the winter rice is cut. Gratuitous relief is being given to aged and infirm persons from funds provided by the District Board.

North-Western Provinces and Oudh.—*For week ending 2nd November.*—Weather generally clear; cloudy in a few places. Rain is urgently needed for rice in the Eastern and Central districts. Prospects fairly good. Prices generally steady, but have fallen in a few districts.

Punjab.—*For week ending 2nd November.*—Rainfall *nil.* Harvesting of autumn crops and sowings of spring crops over in some, though still in progress in other, districts. More rain is wanted in Shahpur. Condition and prospects of standing crops are generally good. Outturn is said to be average in Lahore and under average in Shahpur. Young locusts are being destroyed in Hissar; they are entering Ferozepore from the Bikanir State, but vigorous measures are being taken for their destruction. Some of the crops in Lahore have been damaged by blight and insects. Condition of cattle is generally good. Fodder sufficient throughout the Province. Prices unsettled in one district, falling in another, and stationary elsewhere.

Central Provinces.—*For week ending 2nd November.*—Heavy rain in three districts; elsewhere moderate to slight showers. Recent rain has injured cotton in Seoni, *juar* and cotton in Nagpur, and rice in Chanda and Raipur, while in other districts it has benefited standing crops, and has tended to expand winter sowings.

Burma.—*For week ending 29th October.*—LOWER BURMA: Crop prospects good in all districts, except Thayetmyo, where more rain is required. Crops have failed over a small area in Tavoy from want of timely rain. UPPER BURMA: Heavy rain has fallen during the week in eight districts, and some

damage has been caused by floods in four districts. Prospects in Shwebo and Meiktila are much the same as reported last week, and rain is urgently needed over the whole of the latter district. In other districts prospects generally fair, but in Yamethin, although the *juar* crop is good, the paddy crop will fail over a considerable area. In Myingyan prospects are bad. The price of paddy has risen in one district and decreased largely in two others ; elsewhere fluctuations unimportant.

Assam.—*For week ending 1st November.*—Weather wet. Mustard sowing begun. Prospects of crops generally good. Condition of cattle normal. Fodder sufficient.

Mysore and Coorg.—*For week ending 2nd November.*—MYSORE : Rainfall slight. Crops and prospects good, but more rain is still required in parts of two districts. Prices fallen in one and risen slightly in another district.

COORG : Rainfall slight. Standing crops in good condition. Coffee ripening in some parts. Cardamom picking in progress. Prices stationary. Water and forage for cattle sufficient.

Berar and Hyderabad.—*For week ending 2nd November.*—BERAR : Average rainfall over 4 inches. Weather cold and cloudy. Standing autumn crops benefited in parts by recent rain, but cotton, where ready for picking, has suffered. Spring sowings retarded, and in places wheat and linseed will have to be resown. Cattle in good condition. Fodder and water sufficient. Prices steady.

HYDERABAD : Rainfall good. Harvesting of autumn crops continues. Irrigated crops in good condition. Sowing of spring crops in progress. Prices generally steady.

Central India.—*For week ending 2nd November.*—Rain in parts of two Agencies. Land being prepared for spring sowings. Autumn crops being harvested. A fair outturn expected in all parts, except in Gwalior. Condition of agricultural stock good, except in parts of Bhopal. Fodder sufficient. Prices continue steady.

Rajputana.—*For week ending 2nd November.*—No rain during the week. Reaping of autumn crops and sowing for the spring harvest still continue. Harvest prospects generally good. Agricultural stock in good condition. Pasturage plentiful. Prices steady in ten States, fallen in one, and fluctuating elsewhere.

Nepal.—*For week ending 27th October.*—Weather fair. Rice harvest approaching completion.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXVIII OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92.	Week ending 24th October 1891. Mean mileage worked.	Week ending 24th October 1891. Earnings. Total.	Week ending 24th October 1891. Earnings. Per mile open per week.	Week ending 22nd October 1892. Mean mileage worked.	Week ending 22nd October 1892. Earnings. Total.	Week ending 22nd October 1892. Earnings. Per mile open per week.	Earnings from 1st April to 24th October 1891.	Earnings from 1st April to 22nd October 1892.	Increases in 1892-93.	Decreases in 1892-93
	Rs.	*Miles.*	*Rs.*	*Rs.*	*Miles.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*	*Rs.*
State lines worked by companies.											
Standard gauge—											
East Indian (*a*)	590	1,634	8,38,053	513	1,639	8,78,087	536	2,73,51,978	2,65,20,038	...	8,31,94
Bengal-Nágpur	150	831	81,116	98	831	70,058	84	32,71,411	29,32,762	...	3,38,64
Indian Midland	127	752	89,895	120	752	75,417	100	24,74,140	25,94,937	1,20,797	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,75,909	225	1,674	3,65,000	218	1,16,60,265	1,16,43,792	...	16,47
South Indian	150	901	1,16,094	129	1,106	1,20,580	109	41,26,957	42,49,477	1,22,520	...
Southern Mahratta	86	1,044	75,766	73	1,044	71,564	69	25,09,705	23,68,370	...	2,31,33
Bengal and North Western (*b*)	130	721	74,355	214	755	73,180	97	27,04,022	28,00,488	36,466	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	8,620	43	199	8,694	44	2,77,704	3,48,155	70,451	...
TOTAL	250	7,754	16,59,808	214	8,000	16,62,580	208	5,45,26,182	5,34,58,019	...	10,68,16
State lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	2,395	6,81,473	285	2,511	4,03,115	161	1,81,08,963	1,33,63,828	...	47,45,13
Oudh and Rohilkhand	244	692	1,32,678	192	692	1,25,403	181	47,01,919	45,12,684	...	1,89,23
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	2,30,980	297	777	3,05,460	393	66,37,716	63,17,434	...	3,20,28
Bengal Central (*d*)	117	125	13,395	107	125	14,270	114	4,24,658	4,24,813	155	...
Metre gauge—											
Burma (*e*)	203	609	95,191	156	715	1,25,399	175	28,21,127	35,12,125	6,90,998	...
Special gauges—											
Jorhát	47	25	1,449	58	25	1,755	70	38,263	41,877	3,614	...
Cherra-Companyganj	44	8	386	48	8	357	45	9,473	8,292	...	1,18
TOTAL	251	4,631	11,55,558	250	4,853	9,75,759	201	3,27,42,110	2,81,81,053	...	45,61,06
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,492	6,70,106	449	1,490	4,94,606	332	2,37,66,170	2,02,64,049	...	35,02,13
Bombay, Baroda and Central India	590	461	2,53,151	549	461	2,03,000	440	77,08,577	78,78,639	1,70,062	...
Madras	216	840	1,60,585	191	840	1,63,279	194	53,79,495	51,27,312	...	2,52,18
TOTAL	468	2,793	10,83,842	388	2,791	8,60,885	308	3,68,54,251	3,32,70,000	...	35,84,2
TOTAL (GUARANTEED AND STATE)	200	15,178	38,09,208	257	15,644	34,09,224	224	12,41,22,552	11,49,09,072	...	92,13,4
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	24,830	153	162	20,417	126	6,01,530	5,82,915	...	18,6
Tárakeshwar	258	22	5,073	231	22	5,082	231	1,63,504	1,59,054	...	4,4
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	10,872	162	67	12,506	187	2,30,224	2,66,640	36,416	...
Dibru-Sadiya	128	78	8,643	111	78	8,739	112	2,88,078	2,92,590	3,912	...
TOTAL	135	329	49,418	150	329	46,741	142	12,83,030	13,01,199	17,263	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	57,944	164	354	43,940	124	14,87,566	14,32,873	...	54,6
The Gaekwar's Petlád	91	13	941	72	13	710	55	35,119	34,014	...	1,1
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	28,733	97	311	28,858	93	7,71,486	7,89,573	18,087	...
The Gaekwar's Mehsána	50	93	4,126	44	93	4,020	43	1,07,267	1,39,875	32,608	...
Kolhápur	55	29	1,490	51	29	2,256	78	(*g*) 43,107	48,834	5,727	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,488	48	72	2,420	34	1,14,812	1,34,666	19,854	...
TOTAL	107	857	96,722	113	872	82,204	94	25,59,357	25,79,835	20,478	...
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	8,347	77	108	6,997	65	3,75,929	2,75,048	...	1,00,8
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	25,812	77	334	19,485	58	7,87,938	9,06,742	1,18,804	...
Jodhpur-Bickaneer	72	223	16,375	73	291	15,600	54	3,47,094	5,09,729	1,62,635	...
Special gauge—											
Morvi	63	94	5,123	54	94	4,201	45	1,83,887	1,79,835	...	4,0
TOTAL	76	651	47,310	73	719	39,286	55	13,18,919	15,96,306	2,77,387	...
GRAND TOTAL	269	17,123	41,01,005	240	17,672	36,74,455	208	12,96,60,693	12,06,61,460	...	89,99,

(*a*) Includes the Patna-Gya state railway.
(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*d*) Although for convenience classed amongst the state railways, this is the property of the Bengal Central railway company.
(*e*) Includes the Mu Valley state railway.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amr state railways.
(*g*) Total receipts from 21st April to 24th October 1891.

[illegible] the 3rd November, 1892.

F. B. HEBBERT, *M. Inst. C. E.*,
Under-Secreta

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 5, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,
Publisher, Gazette of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 2nd November 1892.

NOTIFICATIONS.

No. 3047-*P*.—Applications in respect of the under-mentioned inventions have been filed, during the week ending the 29th October 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 268 of 1892.—Alexander Francis Garden Brown of Swindridge Muir Dalry, in the county of Ayr, Scotland, Gentleman, for Improvements in rotary engines, pumps and blowers.

No. 269 of 1892.—Beresford Lovett, a colonel in the corps of the Royal Engineers, at present Chief Engineer in the Military Works Department and residing at Aucklands, Ootacamund, for cleaning grain, such as gram, kolti and rice, from grit, gravel and sand.

No. 270 of 1892.—Robert Gordon Orr and Frederick William Emery, both of Mount Road, Madras, in the Presidency of Madras, in the Empire of India, and there carrying on business together in co-partnership as Watchmakers, Diamond Merchants, Jewellers, and Silversmiths, under the style or firm of P. Orr and Sons, for shewing the time of two or more places of different longitudes.

No. 271 of 1892.—Henri Galopin of Temple Court Place, Chancery Lane, Melbourne, in the Colony of Victoria, Scientific Engineer, for Improvements in and connected with apparatus for using Liquid Fuel for Lighting and Heating purposes.

No. 272 of 1892.—David Caird, of 3 Crown Court, Old Broad Street, London, England, Merchant, for Improvements in the manufacture of metal barrels and other like vessels.

No. 273 of 1892.—Muncherjie Byramjie, Brass and Iron Works, residing at 66, Gilder Street, Grant Road, Bombay, for making barrel brass-sheet bolts of all sizes, shapes and dimensions by means of a brass barrel bolt Machine and Die.

No. 274 of 1892.—Eugene Charles Schrottky, technical and agricultural Chemist and Indigo Manufacturer, at present residing at Dulsing Serai in the District of Tirhoot, for the improvement of Indigo manufacture.

No. 275 of 1892.—William John Brewer, Civil Engineer, 10 Lyndhurst Square, London, S.E., for Improvements in anti-friction wheel bearings for rotary axles.

No. 276 of 1892.—Richard John Black, Inspector of Telegraphs, Madras Railway, residing at Arkonam, India, for Improvements in Electric batteries.

No. 3048-*P*.—Specifications of the under-mentioned inventions have been filed under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 46 of 1892.—Eva Jennie Hall, wife of Hugh Hall, residing at No. 1010, Sixth Avenue South, in the City of Stillwater, County of Washington, and State of Minnesota, one of the United States of America, for improvements in and relating to needles for use in sewing machines. (Filed 23rd September 1892.)

No. 56 of 1892.—Andrew Charles Guy Thompson, Engineer and Tea Planter of Sagmootea Tea Estate, Nowgong, Assam, for transporting or conveying material or substances from one point or place to another and is specially adapted from its portability and ready means of applying tension and speedy discharging apparatus to such works as conveyance of earth or soil (commonly called top dressing) or making up earthworks. (Filed 17th October 1892.)

No. 158 of 1892.—Samuel Cleland Davidson of Sirocco Works, Belfast, Ireland, Merchant, for improvements in the manufacture of tea leaf into black tea. (Filed 14th October 1892.)

No. 191 of 1892.—Robert Nesbit Coghlan of Karachi, India, Collector of Customs and Salt Revenue in Sind, for improvements in scales or weighing machines. (Filed 18th October 1892.)

No. 222 of 1892.—George Francis Horbury of Bombay in British India, a member of the firm of Messrs. Richardson and Cruddas, Engineers of that city, for a new or improved fastening for attaching the wire, whether barbed or otherwise, of wire fencing to standards. (Filed 21st October 1892.)

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and
Designs Act, 1888.

ADMINISTRATOR GENERAL OF BENGAL.

Notice of Death sent to the Administrator General of Bengal under Section 64, Act II of 1874.

Name of deceased.	Place of death.	Date of death.	By whom and when death reported.	REMARKS.
Mr. A. F. Ingle	Mozufferpore	12th September, 1892.	District Judge, Tirhut, 21st September, 1892.	Intestate. The deceased was Superintendent of Post Offices. No application for letters of administration.
„ H. Bowser	Pakokku	7th September, 1892	Deputy Commissioner, Pakokku, 15th September, 1892.	Intestate. The deceased was Sub-Assistant Superintendent of Telegraphs. No application for letters of administration.
„ J. N. Yorke	Colombo	28th August, 1892	District Judge, Hooghly, 24th September, 1892.	Will left. The deceased was a Driver on the East Indian Railway. No application for Probate.
„ A. B. Ward	Rajanpur	15th September, 1892	District Judge, Dera Ghazi Khan, 24th September, 1892.	Will left. The deceased was a Covenanted Civil Servant and Assistant Commissioner, Sub-Division Rajanpur. No application for Probate.
„ W. Sager	Rangoon	February, 1892	Deputy Commissioner, Prome, 15th September, 1892.	Intestate. The deceased was an Overseer, Public Works Department, Amherst District. One Ma Pyn, with whom he lived, has applied for letters of administration.
„ R. M. N. Stangways	Cachar	10th August, 1892	District Judge, Cachar, 12th September, 1892.	Intestate. No application for letters of administration.
„ B. Peche	Moulmein	19th August, 1892	Officiating Judge, Moulmein, 9th September, 1892.	Intestate. No application for letters of administration.
„ F. H. Dobson	Moulmein	20th August, 1892	Officiating Judge, Moulmein, 9th September, 1892.	Will left. Probate has been granted by the Court of the Recorder of Rangoon to the executors named in the Will.
M. Jacob (a Jew)	Rangoon	2nd March, 1892	Deputy Commissioner, Pyminana, 3rd September, 1892.	Intestate. Letters of administration were granted to his father and widow jointly.
Lt. C. J. Williamson	Myingyan	14th January, 1892	Deputy Commissioner, Pyminana, 3rd September, 1892.	Intestate. No application for letters of administration.
Mr. H. R. Riely	Cuttack	9th October, 1892	Offg. District Judge, Cuttack, 20th October, 1892.	Will left. The deceased was a Settlement Officer of Orissa, his brother, Mr. C. H. Riely, is appointed executor, who is applying for Probate.
Col. F. M. Newbery	Lucknow	24th September, 1892.	Sub-Judge, in charge Lucknow, 27th September, 1892.	Intestate. The deceased was a Civil and Sessions Judge. No application for letters of administration.
Mr. W. Trower	Rangoon	15th June, 1892.	Registrar, Recorder's Court, Rangoon, 13th October, 1892.	Intestate. The deceased was a Guard in the Burma State Railway. No application for letters of administration.
„ J. H. Thomas	Rangoon	26th August, 1892	Registrar, Recorder's Court, Rangoon, 14th October, 1892.	Intestate. The deceased was a Station Master, Burma State Railway. No application for letters of administration.
„ A. H. Tollet	Delhi	6th October, 1892	District Judge, Delhi, 24th October, 1892.	Intestate. The deceased was agent to Messrs. Ralli Brothers. No application for letters of administration.
„ T. Brae	General Hospital, Calcutta.	14th September, 1892.	District Judge, Pubna and Bogra, 25th October, 1892.	Will left. Late of Pubna in the district of Bogra. No application for Probate.

F. COLLIS SANDES,
Offg. Administrator General of Bengal.

ADMINISTRATOR GENERAL'S OFFICE,
7, COUNCIL HOUSE STREET,
CALCUTTA,
The 4th November, 1892.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 1st November, 1892.

LIABILITIES.	R	a.	p.	R	a.	p.
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office	84,10,653	10	4	1,56,26,147	14	4
Public Deposits at Branches	72,15,494	4	0			
Other Deposits at Head Office and Branches				6,14,35,668	14	4
Bank Post Bills, etc.				2,53,192	9	7
Sundries				30,80,231	4	3
RUPEES				10,51,95,240	10	6

ASSETS.	R	a.	p.	R	a.	p.
Government Securities				83,79,080	0	0
Other authorized Investments				70,46,967	4	0
Loans on Government and other authorized Securities				78,02,708	8	10
Accounts of Credit on Government and other authorized Securities				62,33,470	11	3
Bills discounted and purchased				1,99,72,551	9	9
Balances with other Banks				5,23,733	2	7
Bullion				5,12,050	4	6
Dead Stock				12,38,417	11	8
Stamps				9,466	4	2
Sundries				16,02,505	3	2
				5,33,20,980	11	11
Cash and Currency Notes at Head Office	2,23,98,895	1	11	5,18,74,259	14	7
Cash and Currency Notes at Branches	2,94,75,364	12	8			
RUPEES				10,51,95,240	10	6

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 3rd November, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 64·5.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 2nd November, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 26th October, 1892	72,15,559	
Value of Government silver in the Mint on the same date	12,41,657	84,57,216
ADD—		
Silver received by the Mint during the week on account of the Currency Department	1,17,346	
Ditto ditto Government	111	1,17,157
		85,74,673
DEDUCT—		
New coin paid to Reserve Treasury during the week	...	
Petty items issued for miscellaneous purposes	...	...
Balance on the evening of the 2nd November, 1892	...	85,74,673
The Balance comprises—		
Silver held on account of the Currency Department	68,32,877	
Ditto ditto Government	17,41,796	85,74,673
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	2,887	
Ditto ditto Government	...	2,887

A. W. BAIRD, *Lieut.-Col., R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 3rd November, 1892.

BANK OF BENGAL.

NOTICE.

Calcutta, the 2nd November, 1892.

The Directors have made the following changes in the Bank's Establishment:—

Mr. A. M. Lindsay has returned from leave, and resumed the office of Deputy Secretary and Treasurer.

Mr. F. T. Lewis has obtained leave to Europe.

Mr. J. Coutts has been appointed Acting Agent at Akyab.

By Order of the Directors,

W. D. CRUICKSHANK,
Secretary & Treasurer.

SURVEY OF INDIA DEPARTMENT.

NOTIFICATION.

Calcutta, the 2nd November, 1892.

No. 942.—Mr. A. E. Spring, Officiating Assistant Superintendent, 1st grade, is granted privilege leave for 1 month and 26 days, under Article 291 of the Civil Service Regulations, with effect from the 20th September, 1892.

G. STRAHAN, *Colonel, R.E.,*
Offg. Surveyor-General of India.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Simla, the 1st November, 1892.

No. 23.—The following permanent promotions in the Superior Establishment of the Indian Telegraph Department are sanctioned with effect from the dates specified against each :—

NAMES.	From	To	Dates.
E. F. Wallis	Asst. Supdt., class VI, 2nd grade.	Asst. Supdt., class VI, 1st grade.	May 7, 1892.
H. E. Chappel	Asst. Supdt., class VII, 1st grade.	Asst. Supdt., class VI, 2nd grade.	Ditto.
W. P. Henderson	Asst. Supdt., class VII, 2nd grade.	Asst. Supdt., class VII, 1st grade.	Ditto.
H. W. Smith	Asst. Supdt., class VI, 2nd grade.	Asst. Supdt., class VI, 1st grade.	May 9, 1892.
O. Burne	Asst. Supdt., class VII, 1st grade.	Asst. Supdt., class VI, 2nd grade.	Ditto.
R. Meredith	Asst. Supdt., class VII, 2nd grade.	Asst. Supdt., class VII, 1st grade.	Ditto.

W. R. BROOKE,

Director-General of Telegraphs.

RAJPUTANA AND CENTRAL INDIA ADMINISTRATION, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

Mount Abu, the 10th September, 1892.

ERRATUM.

In the last sentence of para. 7 of the Application published with Notification No. 2876-S., dated 10th September 1892, printed in *Gazette of India* of 17th September 1892, for "R99,590," read "R9,959."

By Order,

H. F. WHITE, *M.I.C.E.*,

Secretary to the Chief Commissioner, in the Public Works Department, Ajmere-Merwara.

SECY. TO AGENT, GOVR.-GENL., AND CHIEF COMMISSIONER, BRITISH BALUCHISTAN, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

Quetta, the 24th October, 1892.

No. 25.—Mr. James Craig, Superintending Engineer, Civil Works Circle, and Officiating Secretary to the Agent, Governor General and Chief Commissioner for Baluchistan in the Public Works Department, is granted privilege leave for three months, under Articles 277 and 291 of the Civil Service Regulations, with effect from the 14th November next, or from such near subsequent date as he may avail himself of it.

J. CRAIG,

Offg. Secy. to Agent., Govr.-Genl., & Chief Commr., British Baluchistan, P. W. D.

INDIAN MUSEUM

Trustees' Office.

NOTIFICATION.

Calcutta, the 3rd November, 1892.

No. 263-P.—6.—Mr. E. C. Cotes, Officiating Deputy Superintendent, Indian Museum, returned from the privilege leave granted to him in the Revenue and Agricultural Department Notification No. 2008—1, Mus. and Ex., dated Simla, the 22nd July, 1892, and resumed his duties on the forenoon of the 8th October, 1892.

WILL. KING,

Hony. Secy. to the Trustees.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 3rd November, 1892.

No. 9716.—The following promotions are made *vice* Mr. Ram Chandra Moreshvar Bapat, Superintendent of Post Offices, 3rd grade, retired, from the 17th October, 1892 :—

Mr. Chhotalal Motiram, Superintendent of Post Offices, 4th grade, to the 3rd grade.

Mr. Dinsha Kharshedji Sukhia to be Superintendent of Post Offices, 4th grade.

No. 9721.—Consequent on the promotion of Mr. Chhotalal Motiram, Superintendent of Post Offices, 4th grade, to the 3rd grade, the following acting appointments are made from the 17th October, 1892, until the return of Mr. O'Shea, Superintendent of Post Offices, 2nd grade, from furlough, or until further orders :—

Mr. Vinayak Karnanand, Superintendent of Post Offices, 4th grade, to act in the 3rd grade.

Mr. Avdhut Malhar to act as Superintendent of Post Offices, 4th grade.

A. U. FANSHAWE,

Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 1st November, 1892.

Allender, H. O.	Mackay, Ethel.	Turner, W. H.
Barton, E. G.	Munro, Duncan.	Unger, C. E.
Bond, T. T.	Rollings, J.	Whyte, Mrs. Knox.
Burrows, P.	Riedle, Carl.	Weston, H. F.
Indian Trading Co.	Sarkies & Co.	

Letters marked "Care of Post Office."

Abbs, Cooper, Miss.	Hart, Mrs. E.	Peatling, T. H.
Addis, A.	Hill, Mrs. R. G.	Revelliod, John, Esq.
Addis, H. B.	Hleilde, Mrs.	Reynolds, R.
Alexander, George.	Hogarth, D. F.	Roberts, R.
Andrews, H. M.	Hough, E., Esq.	Robertson, Mr.
Andrews, H. M.	Humpage, Alf., Mr.	Romanoff, A. D.
Atkinson, F. S.	Isaacs, Elias H.	Rose, C. M.
Augustine, S. M.	Johnston, Mrs.	Sanderson, W. L.
Bathurst, B.	Kane, R. J.	Saxby, Frank.
Barten, J. G.	Kramer, Miss Bethy.	Schmidt, H., Esq.
Bell, Mrs.	Larratt, Mr.	Smith, Ed. A., Esq.
Bell, H. E.	Lascelles, J. H.	Smith, E., Esq.
Blakie, T.	Leonardi, F.	Solm, Mrs. M.
Brewer, Thos.	Leonardi, O.	Spence, Reginald, Esq.
Broomfield, A., Esq.	Leslie, W.	
Brown, Frank.	Lidstone, C. A.	St. Clair, C., Mrs.
Campbell, M.	Lingard, Mdm.	Stack, Mr.
Charlton, J. G.	Macaulay, Capt. M.	Staff, Ernest.
Clark, Harry.	McCartney, John.	Stanier, Beville.
Coles, J. A., Esq.	McCoy, G. E.	Stark, Rev. A.
Coxe, R. K.	Mc Cudden, E. G. J.	Summers, T., Mr.
Conolly, Capt. W. H.	McKay, Hector.	Swarch, Sofia.
	McElroy, H.	Swetenham, E., Col.
Cross, J. C.	Mittar, C. H., Mrs.	S. C. M. & Co.
Culbard, Mrs.	Moolla Moosajee.	Tambkin, S.
Deavin, H. P.	Murphy, J. C.	Thompson, L.
DeSouza, A. S. R.	Murray, Slade.	Van Locy, Madame.
Dowley, C. B.	Naylor, Mrs. H. A.	Van Opstal, L. S.
Drummond, G.	Naser, Sam. E.	Wallace, R. C. G.
Dwyer, Dr. M. O.	Newcombe, Alfred.	Wallace, R. E.
Findlay, J. C.	Nyss, Mrs. F. W.	Wallerstein, Major.
Finkler, M.	Olliver, E. C.	Walton, H. E.
George, J., Esq.	Parker, C.	Williamson & Smith.
Haimon, Alexis.	Pasquit, Austide.	Woods, Vernon.
Harrington, Rev.	Patterson, E. L.	Wyndham, Wm.

Registered Letters.

Jones, F. H., Esq.	Lawler, M., Mrs.	Marchetto, Alberto.
Lascelles, J. H.		

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.	Heller, M.	Rose, H.
Allen, D.	Hellyard, Eyrs.	Richter, A.
Aston, H. F.	Jeffries, W. F.	Richard, E., Mrs.
Bawen, R.	Jackson, C. J.	Richardson, C. W. G.
Barbeoza, A.	Jones, B., Miss.	
Bulkley, Mrs.	Kelby, E. H., Dr.	Sharphin, A. C.
Baheramgung.	Koch, G.	Stewart, C. H.
Bradley, W. A.	Keropadi Ananthais.	Shanaanandoo Sharma.
Bandesson, P. S.	Kethwell, E. A., Capt.	
Bray, J.		Stageman, E. A., Miss.
Baulch, F.	Lascelli.	
Broomfield, A.	Lane, G.	Santhgate, P.
Behrmann, A. H.	Linth, J.	Shiva Gopal.
Brekott, A. G., Miss.	Limaitre, A.	Shvarto, M.
Croy, Miss.	Mann, W.	Stevens, W. T.
Charlie, M. C.	Macdonald, W. J.	Stoddard, W. A.
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Baker, F. O. A.	Fuller, Mrs.	Pigot, Mrs.
Court, M. H.	Hennery, J. P. C.	Pym, E.
Dozey, E. C.	Hill, B. C.	Stephen, W. M.
Executive Engineer, Howrah and Cuttack.	Ladge, J. G.	Symons, H.
	Mann, P. D.	Tyndall, T. H.
	Markiew, H.	Wheleeross.
Farell, Mrs.	Parker, C. F.	

GEO. ED. WALKER,

Offg. Presidency Postmaster, Calcutta.

The 5th November, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	9th Nov.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	8th „	Ditto.
Mauritius, Mayotte, Nossi Be, and Réunion.	9th „	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies.	9th „	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	14th „	Ditto.
Australia, New Zealand, and Tasmania.	14th „	Ditto.
Straits, China, and Japan . .	5th „	Per Steamer *Kutsang*.
Rangoon and Moulmein . .	8th „	Per Steamer *Madura*.
Rangoon, Moulmein, Penang, and Singapore.	11th „	Per Steamer *Palamcotta*.
Akyab, Kyaukpyu, Sandoway, and Rangoon.	9th „	Per Steamer *Kasara*.
Port Blair	8th „	*Viâ* Rangoon.
Straits, China, and Japan . .	12th „	Per Steamer *Catherine Apcar*.
New Zealand	11th „	Per Steamer *Rotakino*.
South African Ports . . .	5th „	Per Steamer *Unesinto*.
Ditto	7th „	Ditto from Madras.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

GEO. ED. WALKER,

Offg. Presidency Postmaster, Calcutta.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act, 1888.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গাডণের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিন্‌কোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২৷৷০ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পৌণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পৌণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণ ও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত হার ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ৷৷০ ও এক পৌণ্ড টিনের ৷৷৵০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows:—

1 Pound tin,	R16,	or,	post free,	R16-12.
½ „	R 8,	„		R 8-8.
¼ „	R 4,	„		R 4-8.

Analysis shows this Quinine to be of the purest manufacture; and it is guaranteed to be free from wilful mixture with the inferior alkaloids Cinchonine and Cinchonidine. It is for sale only to Government officers, and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে, যথা—

১ এক পৌণ্ড টিন	.	১৬৲ বা ডাকমাশুল বিনা	১৬৸০
৷ আধ „	„	৮৲ বা ডাকমাশুল বিনা	৮৷৷০
শিকি „	„	৪৲ বা ডাকমাশুল বিনা	৪৷৷০

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিন্‌কোনাইন ও সিন্‌কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

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Meteorological Reporter to the Govt. of India.

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Ditto relating to the Examination of Masters, Engineers and Engine-drivers under the Inland Steam-vessels Act, 1884. 4a. (1a.)
Instructions as to the Survey of Passenger Accommodation on Inland Steam-vessels. 2a. (1a.)
Rules, Bye-Laws, Regulations, and Notifications relating to the Port of Chittagong. 4a. (1a.)

APPOINTMENT DEPARTMENT.

The Quarterly Civil List for Bengal, corrected up to 1st January, 1892. R3 (4a.)

REVENUE.

Papers relating to the Cultivation and Trade of Wheat. 8a. (2a.)
Land Registration Manual, 1889. R1-8 (4a.)
Wards' Manual, 1888. R2 (4a.)
Cess Manual, 1888. R1-8 (4a.)
Records' Manual, 1888. 12a. (1a. 6p.)
Revenue Officers' Manual, 1888. R1 (3a.)
Certificate Procedure Manual, 1888. 8a. (1a. 6p.)
Waste Lands Manual, 1888. 12a. (2a.)
Stamp Manual, 1890. R1-8 (4a.)
Land Acquisition Manual, 1890. R1 (3a.)
Excise Manual, 1891. R2-8 (6a.)
The Salt Manual, 1891. R1-8 (3a.)
Bengal Embankment Manual. R2. With Map. R3 (2a.)
Rules for the Guidance of Officers in the Administration of the Salt Department. R1-4 (3a.)
Rules under the Bengal Tenancy Act, in English 2a. (1a.)
Bihar Peasant Life. *Illustrated.* By G. A. GRIERSON, ESQ., B.C.S. R5 (8a.)
Memorandum on the Revenue History of Chittagong. By H. J. S. COTTON, C.S. R2-4 (4a.)
A Revenue History of the Sunderbuns. By F. E. PARGITER, C.S. R2-8 (3a.)
A Sketch of the Administration of the Hooghly District. By Mr. G. TOYNBEE. R1-8 (3a.)
The Fauna of British India, Part I. Mammalia. R7-8 (3a.)
Ditto ditto Fishes. Volume I. R15 (6a.)
Ditto ditto ditto. Volume II. R15 (6a.)
Ditto ditto Birds. Volume I. R15 (6a.)
Ditto ditto ditto. Volume II. R11-4 (4a.)
Ditto ditto Reptilia and Batrachia. R13 (3a.)
The Fauna will be complete in 7 Volumes. The book will be sold as a complete work in 7 Volumes. Subscription in advance for the complete set must be paid before any volume is supplied.
Annual Report of the Department of Land Records and Agriculture, Bengal, for 1890-91. 8a. (2a.)

MISCELLANEOUS.

Way to Health, in Bengali. (1a.) per copy.
Ditto in Kaithi. (1a.) per copy.

The List of Books available for sale at the Secretariat Press will in future be published once only in each month.

Spare copies of the List will, however, be kept in stock ready for issue on receipt of applications for them.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 5, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

PROMISSORY NOTES.

Destroyed by White-Ants.

The Government Promissory Note No. 9042, bearing Madras No. 3320, of the 5 per cent. of 1825-26, for Sicca R2,000, originally standing in the name of Armogatha Pillai, and last endorsed to Ramasami Pillai, his son, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

CHOKALINGA PILLAI,*
No. 5, Perumal Covil North Street,
Negapatam.

The 15th October, 1892.

* Grandson of Ramasami Pillai, 5th Defendant and Decree-holder in Original Suit No. 19 of 1889 on the file of the Sub-Court of Negapatam in the District of Tanjore.

Stolen.

The Government Promissory Note, No. 063548 of the 4½ per cent of 1879 (portion), for R2,500, originally standing in the name of Sarah Walker Stevenson (also known as Mrs. Sarah Stevenson), the proprietress, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietress.

JOHN GABRIEL, B.A., *Pleader,*
Attorney for Sarah Walker Stevenson,
Kuttra, Allahabad.



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No. 46.} SIMLA, SATURDAY, NOVEMBER 12, 1892.

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CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, &c.

LEGISLATIVE DEPARTMENT.

NOTIFICATIONS.

Simla, the 10th November, 1892.

No. 25.—Special leave of absence under Article 348 of the Civil Service Regulations for four months and fifteen days is granted to Mr. S. Harvey James, I.C.S., Secretary to the Government of India in the Legislative Department, with effect from the 1st December 1892, or the subsequent date on which he may avail himself of the same.

No. 26.—Mr. J. M Macpherson, Barrister-at-Law, Deputy Secretary to the Government of India in the Legislative Department, is appointed to act as Secretary in that Department during the absence on leave of Mr. S. Harvey James, or until further orders.

No. 27.—Mr. F. G. Wigley, Barrister-at-Law, Personal Assistant to the Secretary in the Legislative Department, is appointed to act as Deputy Secretary to the Government of India in that Department, *vice* Mr. J. M. Macpherson, or until further orders.

A. B. WILSON, *Registrar*,
for Secretary to the Government of India.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Simla, the 7th November, 1892.

No. 2176.—Under the provisions of section 9 of the Statute 24 and 25 Victoria, Chapter 67, the Governor General in Council is pleased to direct that His Excellency's Council shall assemble at Calcutta in the jurisdiction of the Lieutenant-Governor of Bengal.

MEDICAL.

The 8th November, 1892.

No. 634.—The services of Surgeon-Colonel J. Richardson, M.B., Officiating Surgeon-General and Sanitary Commissioner with the Government of India, are placed at the disposal of the Government of the North-Western Provinces and Oudh, with effect from the date on which he may relinquish charge of his duties on the return from privilege leave of Surgeon-Major-General W. R. Rice, M.D., C.S.I.

No. 635.—Surgeon-Colonel J. G. Pilcher, Officiating Inspector-General of Civil Hospitals, North-Western Provinces and Oudh, is appointed to officiate as Inspector-General of Civil Hospitals, Bengal, with effect from the date of assuming charge of that office during the absence on privilege leave of Surgeon-Colonel A. H. Hilson, M.D., or until further orders.

The 11th November, 1892.

No. 643.—The services of Surgeon-Captain W. Vost, M B., I M.S , Bengal, are placed at the disposal of the Public Works Department.

No. 645—The services of Surgeon-Captain P. W. O'Gorman, I M.S., Bengal, are placed temporarily at the disposal of the Government of Bengal.

PORT BLAIR.

The 5th November, 1892.

No. 926.—The undermentioned officers are appointed to be *ex-officio* Assistant Superintendents at Port Blair:

Surgeon-Major D. P. MacDonald, M.D., Senior Medical Officer.

Assistant Surgeon Purna Chandra Singh, Junior Medical Officer.

Assistant Surgeon Guru Charan Das Gupta, Junior Medical Officer.

Assistant Surgeon A. K. Chowdry, Junior Medical Officer.

C. J. LYALL,

Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 9th November, 1892.

No. 1869-*G*.—Mr. H. S. Barnes, Indian Civil Service, Resident of the 2nd Class and Revenue Commissioner in Baluchistan, is granted privilege leave for three months, with effect from the 15th November, 1892, or the subsequent date on which he may avail himself of the leave.

No. 1871-*G*.—Mr. R. H. Brereton, Indian Civil Service, in charge of the current duties of the Commissioner of the Benares Division, is appointed to officiate also as Agent to the Governor-General at Benares, with effect from the 18th October, 1892, and during the absence on other duty of Mr. G. Adams, or until further orders.

No. 1874-*G*.—The Governor-General in Council is pleased to recognise the appointment of Mr. H. J. Shaw as Acting Consular Agent for Italy at Akyab during the temporary absence of Mr. G. W. White.

The 10th November, 1892.

No. 1882-*G*.—Major W. B. Ferris, Indian Staff Corps, Assistant to the Governor-General's Agent at Baroda, in charge of the Okhamandal District, and Commandant of the Waghir Corps, is appointed, on return from furlough, to officiate as Assistant to the Governor-General's Agent at Baroda, in charge of the Amreli Mahals, with effect from the date of assuming charge, and during the absence on furlough of Lieutenant-Colonel F. H. Jackson, or until further orders.

No. 4208-*I*.—In exercise of the power conferred by clause (*a*) of the additional rule under the Indian Arms Act (XI of 1878) published in the Notification by the Government of India in the Home Department, No. 1905 of the 15th September, 1892, the Governor-General in Council is pleased specially to empower the Chief Secretary to the Government of Madras to grant licenses to export by sea ammunition, military stores, or arms other than cannon, or than such rifles as come within the operation of Rule 5 of the rules issued under the said Act, to ports in Native States or foreign settlements within the political jurisdiction of the Government of Madras.

The Notification by the Government of India in the Foreign Department, No. 4442-I., dated the 7th November, 1888, is hereby cancelled.

No 4210-*I*.—In exercise of the power conferred by clause (*a*) of the additional rule under the Indian Arms Act (XI of 1878) published in the Notification by the Government of India in the Home Department, No. 1905 of the 15th September, 1892, the Governor-General in Council is pleased specially to empower the Secretary to the Government of Bombay in the Political Department to grant licenses to export by sea ammunition, military stores, or arms other than cannon, or than such rifles as come within the operation of Rule 5 of the rules issued under the said Act, to ports in Native States or foreign settlements within the political jurisdiction of the Government of Bombay, or to ports within the political jurisdiction of the Political Resident in the Persian Gulf.

The Notification by the Government of India in the Foreign Department, No. 4444-I., dated the 7th November, 1888, is hereby cancelled.

No. 4213-*I*.—As provided for in clause (*b*) of the additional rule under the Indian Arms Act (XI of 1878) published in the Notification by the Government of India in the Home Department, No. 1905 of the 15th September, 1892, the Political Resident at Aden is authorized by the Governor-General in Council to grant licenses to export by sea from the port of Aden—

(*a*) to any port on the coast of Africa or Arabia (other than a port on the latter coast which is within the political jurisdiction of the

Political Resident in Turkish Arabia) ammunition, military stores, or arms other than cannon, or than such rifles as come within the operation of Rule 5 of the rules under section 17 of the said Act;

(*b*) to any port on the coast of Arabia which is within the political jurisdiction of the Political Resident in Turkish Arabia sporting shot guns, machinery for manufacturing ammunition for the same (including machines for loading and recapping cartridges), cartridge cases, and percussion caps not intended for sale or for military purposes, but for the private use of the consignee.

The Notification by the Government of India in the Foreign Department, No. 4447-I., dated the 7th November, 1888, is hereby cancelled.

No. 4217-*I.*—In exercise of the powers conferred by clause (*a*) of the additional rule under the Indian Arms Act (XI of 1878) published in the Notification by the Government of India in the Home Department, No. 1905 of the 15th September, 1892, the Governor-General in Council is pleased specially to empower the Secretary to the Government of Bombay in the Political Department to grant licenses to export by sea sporting shot guns, machinery for manufacturing ammunition for the same (including machines for loading and recapping cartridges), cartridge cases, and percussion caps not intended for sale or for military purposes, but for the private use of the consignee, to ports within the political jurisdiction of the Political Resident in Turkish Arabia.

No. 4221-*I.*—In exercise of the power conferred by the Notification of the Government of India in the Foreign Department, No. 3631-I., dated the 21st September, 1892, the Governor-General in Council is pleased to direct the transfer of the following civil appeals and application pending before the Resident at Hyderabad, by virtue of his jurisdiction over the Cantonment of Secunderabad, to the Judicial Commissioner of the Hyderabad Assigned Districts:

1. 2nd Appeal, No. 3 of 1892	... P. F. Gallagher *versus* Shapurji Eduljee and A. W. Forbes.
2. 2nd Appeal, No. 10 of 1892	... Veedial Veeriah *versus* Kasola Venkamah.
3. 2nd Appeal, No. 8 of 1892	... Konda Lutchmiah *versus* Kind Lutchmah Devi.
4. Application for Execution, No. 8 of 1892.	T. Kurpannah Pillay and another *versus* T. A. Balkrishna Mudliar.
5. 2nd Appeal, No. 13 of 1892	... Nusruthbee *versus* G. Limbiah.

No. 4223-*I.*—In exercise of the power conferred by the Notification of the Government of India in the Foreign Department, No. 3633-I., dated the 21st September, 1892, the Governor-General in Council in pleased to direct the transfer of the following civil appeals pending before the Resident at Hyderabad, by virtue of his jurisdiction over the Hyderabad Residency Bazars, to the Judicial Commissioner of the Hyderabad Assigned Districts:

1. 2nd Appeal, No. 7 of 1892	... Rukmini Bai *versus* Hari Kishen Pandit.
2. Appeal from Order, No. 4 of 1892	... Khorshedji *versus* Bansilal.

No. 4224-*I.*—In exercise of the powers conferred by the Notification of the Government of India in the Foreign Department, No 3477-I., dated the 9th September, 1892, the Governor-General in Council is pleased to direct the transfer of the following sessions case and criminal appeal pending before the First Assistant Resident at Hyderabad, by virtue of his jurisdiction over the Cantonment of Secunderabad, to the Civil and Sessions Judge, Hyderabad Assigned Districts:

1. Crown *versus* Mankalee.
2. Appeal No. 8 of 1892.—Jhundo Ekaloo *versus* Crown.

No. 4225-*I.*—In exercise of the powers conferred by the Notification of the Government of India in the Foreign Department, No. 3631-I., dated the 21st September 1892, the Governor-General is pleased to direct the transfer of the following application and civil appeals pending before the First Assistant Resident at Hyderabad, by virtue of his jurisdiction over the Cantonment of Secunderabad, to the Civil and Sessions Judge, Hyderabad Assigned Districts:

1. Review application, No. 1 of 1892.—Gumpa Veerayya and Rukkamma *versus* Gumpa Venkanna (minor) by his mother and guardian Nursammah.
2. Civil Appeal, No. 20 of 1892.—B. Sivannah *versus* C. Rangaiyya.
3. Civil Appeal, No. 21 of 1892.—Moothookristna Moodliar *versus* Chidambaram Moodliar and others.

No. 4226-I.—In exercise of the powers conferred by the Notification of the Government of India in the Foreign Department, No. 3633-I., dated the 21st September, 1892, the Governor-General in Council is pleased to direct the transfer of the following civil appeals pending before the First Assistant Resident at Hyderabad, by virtue of his jurisdiction over the Hyderabad Residency Bazars, to the Civil and Sessions Judge, Hyderabad Assigned Districts:

1. Civil Appeal, No. 19 of 1892.—Mirza Himayet Husain Beg and others *versus* Jowari Mull Chundoo Lall.
2. Civil Appeal, No. 22 of 1892.—Saiyed Soobhan Ali *versus* Sheikh Moizuddin Khan.
3. Civil Appeal from Order No. 4 of 1892.—Rukmani Bai *versus* Ram Bai.
4. Civil Appeal from Order No. 5 of 1892.—Kasi Sivama and Kasi Eranna *versus* Kasi Kishtannah.
5. Civil Appeal from Order No. 6 of 1892.—Goverdhan Dass (minor) by his uncle and guardian Premsukh Dass *versus* Srimant Koopamah.

No. 2073-E.—In virtue of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act (XXI of 1879), the Governor-General in Council is pleased to appoint the officer for the time being in political charge of the Mekran Coast to be a Magistrate of the 1st Class in respect of offences committed by Native Indian subjects of Her Majesty within the local limits of the territories of His Highness the Sultan of Muscat situated on the said Coast.

W. J. CUNINGHAM,

Deputy Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATION.

ACCOUNTS AND FINANCE.

PRESIDENCY BANKS.

Simla, the 9th November, 1892.

No. 4581-A.—It is hereby notified that in exercise of the power conferred by section 42 of the Presidency Banks Act, XI of 1876, the Governor General in Council has consented to the establishment by the Directors of the Bank of Madras of a branch of the said Bank at Alleppey in Travancore.

J. F. FINLAY,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Simla, the 11th November, 1892.

APPOINTMENTS.

ARMY STAFF.

No. 1063.—Colonel A. H. Murray, Royal (late Bengal) Artillery, to be Colonel on the Staff, Royal Artillery. Dated 19th October 1892.

COMMISSARIAT-TRANSPORT DEPARTMENT.

No. 1064.—Lieutenant A. F. Thomason, Indian Staff Corps, Deputy Assistant Commissary-General, 2nd class, on probation, is confirmed in that appointment, with effect from the 12th September 1891.

STAFF CORPS.

No. 1065.—The undermentioned officers, having completed eighteen months' probationary service, are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Lieutenants—

Roderick George Macpherson, Royal Warwickshire Regiment, officiating Wing Officer, 19th Bengal Infantry,—7th April 1891.

Wheaten Lipyeatt Raleigh Amesbury, East Lancashire Regiment, officiating Wing Officer, 6th Bengal Infantry,—30th April 1891.

No. 1066.—The undermentioned officers, having completed eighteen months' probationary service, are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India:

Second-Lieutenants—

Richard Anson Firth, East Yorkshire Regiment, officiating Wing Officer, 10th Regiment (1st Burma Rifles) of Madras Infantry,—2nd April 1891.

Alexander William Nicholas Raven, South Staffordshire Regiment, officiating Wing Officer, 14th Regiment of Madras Infantry,—15th April 1891.

Second-Lieutenants Firth and Raven will rank as Lieutenants in the Indian Staff Corps from the above dates, subject to Her Majesty's approval.

FURLOUGH AND LEAVE.

No. 1067.—Major-General Sir G. S. White, V.C., K.C.B., K.C.I.E., British Service, commanding Quetta District, is granted leave out of India, (p. a) for six months, under article 689, Army Regulations, India, vol. I, part I.

No. 1068.—The undermentioned officers are granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:

Lieutenant F. Rennick, Indian Staff Corps, Wing Officer, 40th Bengal Infantry, for one year. Pension service—8th year commenced 29th August 1892.

Lieutenant C. E. Thornton, Indian Staff Corps, Squadron Officer, 16th Bengal Cavalry, for one year. Pension service—6th year commenced 14th September 1892.

No. 1069.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty:

Captain P. M. Carpendale, Indian Staff Corps, Wing Commander, 21st Bengal Infantry, for one year. Pension service—15th year commenced 11th May 1892.

No. 1070.—Second grade Senior Apothecary J. Barker, Civil Surgeon, Hissar, Punjab, is granted furlough in India, (m. c.) for nine months, under rule IX, note I, of the regulations of 1868, with effect from the 11th February 1892.

No. 1071.—The undermentioned officers and warrant officer have been granted extensions of furlough or leave by the Secretary of State for India:

Captain O. C. Armstrong, Indian Staff Corps, Squadron Officer, 14th Bengal Lancers, (p. a.) for three weeks.

Lieutenant T. Jermyn, Indian Staff Corps, Wing Officer and Adjutant, 2nd Sikh Infantry, (m. c.) for one month.

Conductor G. Wilkinson, Ordnance Department, (m. c.) for four months.

No. 1072.—With reference to G. G. O. No. 649 of 1892, Lieutenant A. E. Beadon, Wiltshire Regiment, probationer, Indian Staff Corps, 13th Bengal Lancers, has been granted by the Secretary of State for India leave out of India, (m. c.) for six months under the leave rules for the Staff Corps, with effect from the date on which he sailed from India. Pension service—4th year commenced 24th April 1892.

No. 1073.—Lieutenant A. W. Warden, Indian Staff Corps, Squadron Officer, 3rd Lancers, Hyderabad Contingent, is granted leave in India, (m. c.) from the 30th June to the 29th July 1892, under the leave rules for the Staff Corps. (G. G. O. No. 918 of 1892 is cancelled.)

No. 1074.—Colonel G. J. Skinner, D.S.O., Indian Staff Corps, commandant, 3rd Bengal Infantry, is permitted to reside out of India on vacating command of his regiment, under article 738 (*a*), Army Regulations, India, vol. I, part I. Pension service—32nd year commenced 26th November 1891.

PROMOTIONS.

No. 1075.—The following promotions are made, subject to Her Majesty's approval:

INDIAN STAFF CORPS.

Majors to be Lieutenant-Colonels.

Dated 9th November 1892.

Alister William Jamieson.
Stewart Erskine Rolland.
Henry Alexander Vincent.

COLONEL'S ALLOWANCE.

No. 1076.—Colonel John Malone Sexton, Indian Staff Corps, on the unemployed supernumerary list, is, under the provisions of G. G. O. No. 473 of 1883, admitted to the colonel's allowance, with effect from the 5th November 1892.

REWARDS.

No. 1077.—The following corrections are made in G. G. O. No. 709 of 1892:

For "No. 488, Private Jiwan Singh, 33rd Regiment (3rd Burma Battalion) of Madras Infantry," *read* "No. 488, Private Jawand Singh, 33rd Regiment (3rd Burma Battalion) of Madras Infantry."

For "No. 562, Private Basáwa Singh, 33rd Regiment (3rd Burma Battalion) of Madras Infantry," *read* "No. 562, Private Badháwa Singh, 33rd Regiment (3rd Burma Battalion) of Madras Infantry."

VOLUNTEER CORPS.

APPOINTMENTS.

No. 1078—*Thomason College Volunteer Rifle Corps*—

Major John Clibborn, Indian Staff Corps to be commandant, *vice* Colonel F. D. M. Browne, V.C., retired.

PROMOTIONS.

No. 1079.—*2nd Punjab (Simla) Volunteer Rifle Corps*—

Captain (Honorary Major) Edward Jean Chanter to be Major, *vice* Major B. L. Freeman, retired.

No. 1080—*1st Battalion, Calcutta Volunteer Rifle Corps*—

Mr. Thomas Henry Holland to be Second-Lieutenant to complete the establishment.

No. 1081.—*2nd (Cadet) Battalion, Calcutta Volunteer Rifle Corps*—

Mr Reginald Edward Oliver Bird to be Second-Lieutenant, *vice* Gregory, resigned.

No. 1082.—*Mussoorie Volunteer Rifle Corps*—

Second-Lieutenant Harry Young Spencer to be Lieutenant, *vice* Cooper, transferred to the supernumerary list.

Mr. Ernest Handscomb Spencer to be Second-Lieutenant, *vice* Carter, resigned.

No. 1083.—*Hyderabad Volunteer Rifle Corps*—

Mr. Norman Henry Matheson to be Second-Lieutenant, *vice* Marrett, resigned.

No. 1084.—*Nagpur Volunteer Rifle Corps*—

Mr. Stanley Ismay to be Lieutenant, *vice* Cleaver, transferred to the supernumerary list.

RESIGNATIONS.

No. 1085.—*Mussoorie Volunteer Rifle Corps*—

Second-Lieutenant J. M. Carter resigns his commission.

MILITARY WORKS DEPARTMENT.

PROMOTIONS.

No. 1086.—Mr. J. E. Lacey, Accountant, 1st grade, Military Works Department, is promoted to the rank of Honorary Assistant Examiner.

E. H. H. COLLEN,
Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Simla, the 11th November, 1892.

Under clause 25 of the regulations appended to the Regimental Debts Act of 1863, it is notified that reports of the deaths of the undermentioned commissioned and warrant officers on the dates specified were received in the Military Department between the 29th October and the 11th November 1892:

Corps.	Rank and Names.	Date of decease.	Place of decease.	Testate or Intestate.	Remarks.
Royal Artillery ..	Captain G. L. W. Grierson .	19th October 1892.	Lucknow.		
Indian Staff Corps (43rd Gurkha Rifles).	Lieutenant J. W. FitzGerald	27th October 1892.	Manipur.		
Subordinate Medical Department.	Assistant Apothecary P. McMurray.	7th October 1892.	Durband.		

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 7th November, 1892.

No. 396.—Mr. G. M. Drury, Class II, Grade I, of the Superior Revenue Establishment of State Railways, Traffic Department, has been granted by Her Majesty's Secretary of State for India extraordinary leave for six months without pay in continuation of the furlough granted in Madras Government Notification No. 24, dated 26th January 1892.

No. 397.—Mr. W. Michell, Executive Engineer, 2nd Grade, sub. *pro tem.*, is transferred from the establishment under the Government of Madras to that under the Director General of Railways for employment on the North-Western Railway.

The 8th November, 1892.

No. 398.—Under section 16 (1) of the Indian Railways Act (IX) of 1890, the Governor General in Council is pleased to sanction the use of locomotive engines and of rolling stock to be drawn or propelled thereby on the Barsoi-Kissengunge branch of the Assam-Behar section of the Eastern Bengal State Railway.

No. 399.—The Governor General in Council is pleased to order the following promotions and reversions of Executive and Assistant Engineers attached to State Railways, with effect from the dates specified:

Names.	From	To	Nature of promotion.	With effect from
Beeston, R. C. . . .	Executive Engineer, 1st Grade, sub. *pro tem.*	Executive Engineer, 1st Grade.	Permanent . .	29th June 1892.
Cantopher, B. W. . .	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 2nd Grade.	Permanent . .	1st July 1892.
Campbell, R. L. . . .	Executive Engineer, 3rd Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Permanent . .	1st July 1892.
Gabbett, J. E. . . .	Assistant Engineer, 1st Grade,	Executive Engineer, 4th Grade,	Permanent . .	1st July 1892.
	and Executive Engineer, 3rd Grade, sub. *pro tem.*	and Engineer, 3rd Grade.	Sub. *pro tem.* . .	1st July 1892.
Baker, C. J. S. . . .	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub. *pro tem.* . .	1st July 1892.
Martyn, G. V. . . .	Executive Engineer, 2nd Grade.	Executive Engineer, 1st Grade.	Permanent . .	8th July 1892.
Hogan, J. L. P. . . .	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 2nd Grade.	Permanent . .	8th July 1892.
Bagley, F. R. . .	Executive Engineer, 2nd Grade.	Executive Engineer, 1st Grade.	Sub. *pro tem.* . .	8th July 1892.

Names.	From	To	Nature of promotion.	With effect from
Dallas, J. E.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub *pro tem.*	8th July 1892.
Willcocks, J.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Sub. *pro tem.*	8th July 1892.
Drew, W.	Executive Engineer, 4th Grade, *temporary rank.*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	8th July 1892.
Couchman, F. D.	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Temporary	8th July 1892.
Capper, Captain J. E., R.E.	Executive Engineer, 4th Grade, *temporary rank*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	11th July 1892.
Cowie, Captain C. H, R.E.	Executive Engineer, 4th Grade, *temporary rank.*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	14th July 1892.
Chirnside, J. B.	Executive Engineer, 4th Grade, *temporary rank.*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	15th July 1892.
Roberts, R. W.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub. *pro tem.*	27th July 1892.
McCudden, E. G. J.	Executive Engineer, 2nd Grade.	Executive Engineer, 1st Grade.	Permanent	8th August 1892.
Harington, H. S.	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 2nd Grade.	Permanent	8th August 1892.
Reilly, F.	Executive Engineer, 3rd Grade, sub *pro tem.*	Executive Engineer, 3rd Grade.	Permanent	8th August 1892.
Talbot, H. S.	Assistant Engineer, 1st Grade, and	Executive Engineer, 4th Grade, and	Permanent	8th August 1892.
	Executive Engineer, 3rd Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Sub *pro tem.*	8th August 1892.
Dyson, R. C.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Sub. *pro tem.*	8th August 1892.
Michell, T.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Permanent	11th August 1892.
Clementson, E. H.	Executive Engineer, 3rd Grade sub. *pro tem*	Executive Engineer, 3rd Grade.	Permanent	11th August 1892.
Alexander, E. J.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Sub. *pro tem.*	11th August 1892.
Moyle, G.	Executive Engineer, 2nd Grade, sub *pro tem.*	Executive Engineer, 2nd Grade.	Permanent	13th August 1892.
Milne, W. P.	Executive Engineer, 3rd Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Permanent	13th August 1892.
Woods, R. J.	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Permanent	13th August 1892.
Curry, T. E.	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 2nd Grade.	Permanent	18th August 1892.
DeBrath, S.	Executive Engineer, 3rd Grade, sub *pro tem.*	Executive Engineer, 3rd Grade.	Permanent	18th August 1892.
Manson, J.	Executive Engineer, 4th Grade, sub. *pro t. m.*	Executive Engineer, 3rd Grade.	Sub. *pro tem.*	18th August 1892.
Shaw, W. R.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	Sub *pro tem.*	18th August 1892.
Oddie, H. J.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub. *pro tem.*	21st August 1892.
Guinness, H. S.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade	Sub. *pro tem.*	21st August 1892.
Rowland, A.	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Sub. *pro tem.*	21st August 1892.
Phillips, H.	Executive Engineer, 4th Grade, *temporary rank*	Executive Engineer, 4th Grade.	Sub. *pro tem*	21st August 1892.
Gerrard, A. S.	Executive Engineer, 1st Grade, sub. *pro tem*	Executive Engineer, 1st Grade.	Permanent	12th September 1892.
Oddie, H. J.	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 3rd Grade.	......	12th September 1892.
Guinness, H. S.	Executive Engineer, 3rd Grade, sub. *pro tem.*	Executive Engineer, 4th Grade, sub. *pro tem*	......	12th September 1892.
Rowland, A.	Executive Engineer, 4th Grade, sub. *pro tem.*	Assistant Engineer, 1st Grade.	......	12th September 1892.
Phillips, H.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 4th Grade, *temporary rank.*	......	12th September 1892.

No. 400.—The undermentioned officers are transferred to the establishment under the Director General of Railways for employment on the Delhi-Minchinabad Railway Survey:

From Office of Consulting Engineer to the Government of India for Railways, Calcutta.

Mr. R. Sivewright, Executive Enginer, 3rd Grade.

From Establishment under the Government of Madras.

Rai Sahib Bhupat Rai, Assistant Engineer, 2nd Grade.

The 9th November, 1892.

No. 401.—The Governor General in Council is pleased to order the following promotions and reversions of Executive and Assistant Engineers attached to the several Local Administrations, with effect from the dates specified :

Names.	From	To	Nature of promotion.	With effect from
Faulkner, G. W.	Executive Engineer, 2nd Grade.	Executive Engineer, 1st Grade.	Permanent	1st July 1892.
Bligh, W. G.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Permanent	1st July 1892.
Wyatt, J. C.	Executive Engineer, 3rd Grade, sub. *pro tem.*	Executive Engineer, 4th Grade.	......	1st July 1892.
Jagdis Rai	Executive Engineer, 4th Grade, *temporary rank.*	Assistant Engineer, 1st Grade.	......	1st July 1892.
Leventhorpe, A.	Executive Engineer, 4th Grade.	Executive Engineer, 3rd Grade.	Permanent	5th August 1892.
Fagan, A. M.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 4th Grade.	Permanent	5th August 1892.
Litster, D. M.	Executive Engineer, 4th Grade, *temporary rank.*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	5th August 1892.
Foy, W. R.	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Temporary	5th August 1892.
Vyall, F. W.	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Temporary	18th August 1892.
Harris, G. S. T.	Executive Engineer, 1st Grade, sub. *pro tem.*	Executive Engineer, 1st Grade.	Permanent	18th August 1892.
Jewett, T. H.	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 2nd Grade.	Permanent	18th August 1892.
Rees, J. C.	Executive Engineer, 2nd Grade	Executive Engineer, 1st Grade.	Sub. *pro tem.*	18th August 1892.
Preonath Banerjee	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub. *pro tem.*	18th August 1892.
Sathaye, Dhondoo Sakharam	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Temporary	31st August 1892.
Coode, M. P.	Executive Engineer, 2nd Grade.	Executive Engineer, 1st Grade.	Sub. *pro tem.*	8th September 1892.
Smart, O. G.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub. *pro tem.*	8th September 1892.
Bhagat Singh	Executive Engineer, 4th Grade.	Executive Engineer, 3rd Grade.	Sub. *pro tem.*	8th September 1892.
Roden, H. H.	Executive Engineer, 4th Grade, *temporary rank.*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	8th September 1892.
Preonath Banerjee.	Executive Engineer, 2nd Grade, sub. *pro tem.*	Executive Engineer, 2nd Grade.	Permanent	29th September 1892.
Oliver, G. T. I.	Executive Engineer, 4th Grade, sub. *pro tem.*	Executive Engineer, 4th Grade.	Permanent	29th September 1892.
Scobie, M. J.	Executive Engineer, 3rd Grade.	Executive Engineer, 2nd Grade.	Sub. *pro tem.*	29th September 1892.
Fagan, A. M.	Executive Engineer, 4th Grade.	Executive Engineer, 3rd Grade.	Sub. *pro tem.*	29th September 1892.
Foy, W. R.	Executive Engineer, 4th Grade, *temporary rank.*	Executive Engineer, 4th Grade.	Sub. *pro tem.*	29th September 1892.
Phillips, E. A. W.	Assistant Engineer, 1st Grade.	Executive Engineer, 4th Grade.	Temporary	29th September 1892.

The 10th November, 1892.

No. 402.—His Excellency the Governor General in Council having sanctioned a reconnaissance survey being undertaken for a line of railway from Chittagong to Akyab, and thence *viâ* the Aeng pass to some suitable point on the right bank of the Irrawaddy river, probably near Minbu or Minhla, is pleased to place the same under the control of the Director General of Railways.

The project will be known as the Chittagong-Akyab-Minhla Railway Survey.

The 11th November, 1892.

No. 403.—The services of Mr. R. A. English, Examiner, 4th Class, 3rd Grade, attached to the Office of the Accountant General, Public Works Department, are placed at the disposal of the Bombay, Baroda and Central India Railway Company, with effect from the forenoon of the 17th November 1892.

F. L. O'CALLAGHAN,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE RESULTS OF THE MEASURES ADOPTED FOR THE EXTERMINATION OF WILD ANIMALS AND VENOMOUS SNAKES DURING THE YEAR 1891.

No. 17 Public. / 2183-2193

Extract from the Proceedings of the Government of India in the Home Department (Public),—dated Simla, the 10th November, 1892.

Read—

Home Department Resolution No 25 / 1056-67, dated the 15th October 1891, reviewing the reports on the results of the measures adopted for exterminating wild animals and poisonous snakes in British India during the year 1890.

Read also the following letters from Local Governments and Administrations submitting returns for the year 1891:—

From the Government of Madras, No. 470-A, dated 10th May 1892, and enclosures; also endorsements Nos. 2395-A. and 2607-A., dated 16th and 27th May 1892 respectively.

From the Government of Bombay, No. 2589, dated 27th July 1892, and enclosures.

From the Government of Bengal, No. 444-J.D., dated 10th September 1892, and enclosure.

From the Government of the North-Western Provinces and Oudh, No. 1326, dated 15th June 1892, and enclosures.

From the Government of the Punjab, No. 459, dated 19th April 1892, and enclosures.

From the Chief Commissioner, Central Provinces, No. 3111, dated 11th May 1892, and enclosures, and letter No. 4033, dated 16th June 1892.

From the Chief Commissioner of Burma, No. 473—1W-4, dated 23rd April 1892, and enclosures.

From the Chief Commissioner of Assam, No. 2797-G., dated 8th April 1892, and enclosures.

From the Chief Commissioner of Coorg, No. 424 / 453-65-E-2., dated 25th March 1892, and enclosures.

From the Resident at Hyderabad, No. 79, dated 8th April 1892, and enclosures.

From the Chief Commissioner of Ajmere-Merwara, No. 430, dated 29th April 1892, and enclosure.

From the Resident in Mysore, No. 334 / 23-6, dated 3rd February 1892, and enclosure.

RESOLUTION.

The Reports on the measures adopted for the extermination of wild beasts and venomous snakes are now submitted annually in accordance with the orders issued in paragraph 9 of the Resolution of the Government of India in the Home Department, No. 40--2374-2386, dated the 4th December 1890. The statistics for the preceding decade were examined in detail in that Resolution. In the present Resolution the Government of India will briefly review the results reported for the year 1891.

2. The mortality caused by wild animals in the different Provinces is compared with that reported during the previous year in the following figures:—

Province—	Number of persons killed during: 1890.	1891.
Madras	196	279
Bombay	47	80
Bengal	1,301	1,584
North-Western Provinces and Oudh	228	236
Punjab	31	65
Central Provinces	368	310
Burma	36	121
Assam	201	200
Coorg	0	3
Hyderabad Assigned Districts	26	29
Ajmere and Merwara	6	4
TOTAL	2,440	2,911

In the previous year the record of the number of persons killed by wild beasts showed a decrease from 2,724 in 1889 to 2,440. The Government of India regret to observe that there has been a considerable increase during the

year under review. This result is due partly to the fact that the deaths from this cause reported from Upper Burma have been included in the returns for the first time during the year under review, but chiefly to the great increase in the mortality reported from the Lower Provinces of Bengal. A considerably larger number of deaths were returned from the Madras Presidency also. The Provinces in which the loss of life was highest in proportion to population were, as in the previous year, Assam (1 to 27,120), the Central Provinces (1 to 34,757), and Bengal (1 to 44,765). The mortality was again lowest in proportion to population in the Punjab (1 to 320,108) and in Bombay (1 to 235,335). The average result for all the Provinces taken together is a mortality of one person to every 74,697 of the population calculated according to the census of 1891 as compared with one person to every 88,392 in the previous year.

3. There was a marked increase in the number of persons destroyed by tigers and leopards during the year; 979 deaths were caused by tigers and 314 by leopards in 1891 as compared with 798 and 179 in 1890. In Bengal the number of persons killed by tigers rose from 350 to 492. In the Lohardaga and Hazáribágh districts alone there were 205 deaths. The Local Government explains this as follows:—"This mortality is reported to be due to a family of man-eating tigers which haunt the neighbourhood of Tandwa in Hazáribágh. Every effort has been made to secure the destruction of the animals, but the Commissioner reports that the repeated attempts of local shikaris, encouraged by the offer of a reward of Rs. 200 for each tiger, and expeditions undertaken by European sportsmen, have been alike unsuccessful. A reward of Rs. 100 has now been offered for every tiger killed in the immediate neighbourhood of Tandwa and a reward of Rs. 200 for every tiger destroyed over a human kill." The number of persons killed by leopards in Bengal rose from 71 in the previous year to 179, the increase being due to the ravages of a man-eating leopard in the Rajshahi district which is said to have caused 96 deaths. A reward of Rs. 100 was offered, and this animal has been destroyed since the close of the year. The increased mortality in the Madras Presidency appears to have been mainly due to man-eating tigers in the Ganjam and Vizagapatam districts. Special rewards of Rs. 500 and Rs. 200 have been offered under the orders of Government for two notorious man-eaters. The substantial decrease in the mortality reported from the Central Provinces is stated to be due to the death or destruction of several man-eating tigers and to the extermination of the pack of wolves referred to in last year's Report. The Government of India are glad to observe that the Chief Commissioner has found that the system of offering special rewards to effect the destruction of animals known to be specially dangerous has worked with success.

4. The number of cattle returned as destroyed by wild animals was 70,816 compared with 68,483 in the previous year. Of these deaths, 53,615, or 76 per cent., are attributed to tigers and leopards. These figures, however, are of doubtful accuracy, and further comment is needless with regard to them.

5. There was a noticeable increase in the number of wild animals destroyed, which rose from 14,755 in 1890 to 16,518. This was accompanied by a rise from Rs. 96,470 to Rs. 1,06,478 in the total amount paid as rewards for their destruction. In Bengal, however, the number of animals destroyed fell from 5,311 to 4,882, while the amount of rewards remained almost stationary; only 1,077 tigers and leopards were killed in this Province compared with 1,167 in the year before. A large increase is reported in the number of wolves destroyed in the North-Western Provinces and Oudh (1,688 to 1,928). In reviewing the last year's Reports, the Government of India insisted (among other measures) on the importance of providing for the timely offer of special rewards in the case of wild animals which have begun to take human life or to destroy cattle, and it was suggested for consideration whether Revenue and Police officers in the outlying parts of a district might not be authorized under certain restrictions to grant rewards. It is satisfactory that these instructions have been generally kept in view by Local Governments and Administrations, especially in those Provinces where the loss of life caused by wild beasts is largest proportionately to population. In the Central Provinces and Assam the amount of rewards, special and general, paid for the destruction of wild animals increased considerably. In Bengal additional facilities have been afforded to the people for obtaining rewards, and all sub-divisional officers have been authorized to grant

rewards on application made to them. In the North-Western Provinces and Oudh the Local Government has empowered selected Tahsildars to disburse rewards. In Burma a similar power has been conferred upon township officers. In Assam all Tahsildars and Mauzadars selected by the Deputy Commissioners have been authorized to grant certificates on which rewards are to be paid. In the Central Provinces the Chief Commissioner had in the previous year authorized Deputy Commissioners to empower Tahsildars and Station-house officers to grant rewards. From the reports submitted next year it will be possible to pronounce an opinion as to the extent to which these measures have been attended with success.

6. The number of gun-licenses returned as held under the Indian Arms Act free of cost for the destruction of wild animals has largely increased—from 59,051 in 1890 to 69,133. The increases occurred chiefly in the Madras and Bombay Presidencies and the North-Western Provinces and Oudh. It is not clear, however, that the last three columns in the statement appended to this Resolution are correctly filled in in all Provinces. They should show only the number of guns for which licenses are issued free of charge in Form XI of the forms prescribed in the Arms Act Rules for the express purpose of destroying wild animals or protecting crops. The ordinary sporting licenses in Form VIII, which are issued in large numbers on the payment of a trifling fee, should not be included in the statement.

7. The total number of persons killed by snakes during the year was 21,389 as compared with 21,361 in 1890. As usual, the greater part of the mortality occurred in Bengal and in the North-Western Provinces and Oudh, 47 per cent. of the total number of deaths being reported from the former and 25 per cent. from the latter Province. The large increase in the mortality returned from Burma is due to the inclusion for the first time of the figures for Upper Burma, where 132 deaths occurred.

The details of the mortality under this head in each Province during the last two years are compared below:—

Province—	Number of persons killed by snakes during: 1890.	1891.
Madras	1,424	1,433
Bombay	1,075	1,187
Bengal	10,483	10,031
North-Western Provinces and Oudh	5,798	6,013
Punjab	834	799
Central Provinces	1,041	1,099
Burma	243	418
Assam	214	209
Coorg	0	4
Hyderabad Assigned Districts	191	145
Ajmere and Merwara	78	51
TOTAL	21,361	21,389

The Provinces which showed the greatest loss of life from snake-bite in proportion to population were Bengal (1 to 7,069), the North-Western Provinces and Oudh (1 to 7,084), and the Central Provinces (1 to 9,804). The lowest mortality (excluding Coorg) is reported from the Punjab (1 to 26,041), Assam (1 to 25,953), and Madras (1 to 24,837). The net result is that one person to every 10,166 of the population died from snake-bite during the year as compared with one person to every 10,155 in 1890

8. The total number of cattle reported to have been killed by snakes was 3,658 as compared with 3,948 in 1890. But these figures are obviously unreliable. In Bengal and the North-Western Provinces and Oudh for instance, where the human mortality from the same cause is so great, only 409 and 210 head of cattle are returned as having been killed by snakes in 1891.

9. The total number of snakes returned as destroyed during the year fell from 512,099 to 85,159, and the amount of the rewards paid for their destruction from Rs. 18,914 to Rs. 9,163. This falling-off is almost entirely due to the figures returned from the Bombay Presidency, where only 2,803 snakes are

shown to have been killed against 406,092 in the previous year, and only Rs. 44-12-6 were paid as rewards as compared with Rs. 7,136-2-2 in 1890. The Bombay Government have directed special inquiry into these extraordinary results, and the Government of India will await the explanation. At the same time there can be little doubt that the returns for previous years were open to much suspicion; in 1890, for instance, four-fifths of the total number of snakes returned as killed in British India were reported to have been killed in the Bombay Presidency, and probably a very large number of harmless snakes were included in the returns. The Government of India will also be glad to learn the reasons which have led to the reduction of the rate of reward for *phursas* in the Satara district from six pies (which seems a sufficiently low limit) to one pie. A reward of one pie cannot have any effect, and might as well be discontinued.

10. The question of the measures which should be adopted for reducing the loss of life caused by venomous snakes is one of considerable difficulty. The Government of India are aware that an organized system of rewards everywhere has been advocated by a high authority on the subject, but they are constrained to adhere to the view expressed in their Resolution of the 4th December 1890 that experience has shown that no system of granting rewards for the destruction of snakes is likely to have any appreciable effect on the mortality from snake-bite. At the same time the Governor General in Council does not desire to direct the discontinuance of rewards for snakes destroyed, but will leave it entirely to Local Governments and Administrations to decide whether they should be granted either generally or in particular localities. The North-Western Provinces and Oudh appear to be the only Province in which rewards for snakes have been completely discontinued. His Honour the Lieutenant-Governor suggests that as rewards are not now paid, and it is therefore impossible to report the number of snakes destroyed, these statistics should in future be excluded from the returns. The Government of India are, however, unwilling to sanction this proposal. As rewards are paid in other Provinces, it is desirable that some record should be kept of the number of snakes for the destruction of which payments were made; and even in the North-Western Provinces and Oudh, although the system of rewards has been generally discontinued, it may be thought desirable at any time to revive it in particular municipalities or other areas in which it is considered that the payment of rewards is likely to prove efficacious. While on this subject, the Government of India desire again to invite the attention of Local Governments and Administrations to the suggestion at the end of paragraph 8 of the Resolution of the 4th December 1890 that pictures of poisonous snakes should be circulated in the districts where these reptiles are common, so that there may be no difficulty in identifying those snakes which are poisonous.

11. In the Resolutions of 4th December 1890 and of 15th October 1891 the Government of India suggested that steps should be taken to remove the jungle and under-growth in and around villages both for sanitary reasons, and also with the object of destroying the cover for snakes in inhabited sites, where they are most dangerous to human life. It is too early to expect any definite results from the trial of the measure, but the Government of India desire to express their satisfaction that the matter is receiving attention at the hands of Local Governments and Administrations.

12. The usual statement showing the results reported during the year under review is appended to this Resolution.

ORDER.—Ordered, that a copy of this Resolution be forwarded to Local Governments and Administrations for information and guidance, and that it be published in the *Gazette of India* for general information.

Also that a copy be communicated to the Foreign Department.

[True Extract.]

C. J. LYALL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

REVIEW OF THE REPORTS ON THE ADMINISTRATION OF THE JAILS IN THE SEVERAL PROVINCES OF BRITISH INDIA FOR THE YEAR 1891.

No. 12 Jails / 635—646.

Extract from the Proceedings of the Government of India in the Home Department (Jails),—under date Simla, the 11th November, 1892.

Read again—

The Reports on the Administration of Jails in the several Provinces of British India for the year 1890, the orders of the Local Governments and Administrations thereon, and Home Department Resolution No. 5 Jails / 606—617, dated the 16th October 1891, and accompaniments.

Despatch to the Secretary of State, No. 35 Judicial / Jails, dated the 28th October 1891.

Read also—

The Reports on the Administration of Jails of the several Provinces of British India for the year 1891, with the orders of the Local Governments and Administrations thereon.

RESOLUTION.

Province.	Date of receipt by the Government of India of the reports for— 1890.	1891.
Madras ...	29th July 1891	7th June 1892.
Bombay ...	2nd July 1891	24th June 1892.
Bengal ...	4th June 1891	6th June 1892.
North-Western Provinces and Oudh.	21st July 1891	1st August 1892.
Punjab ...	4th June 1891	28th May 1892
Central Provinces ...	6th July 1891	27th May 1892.
Burma ...	6th June 1891	3rd June 1892.
Assam ...	28th April 1891	2nd May 1892.
Coorg ...	11th May 1891	13th June 1892.
Hyderabad ...	23rd June 1891	31st May 1892.

The Provincial Reports on the Administration of Jails for the calendar year 1891 were received by the Government of India, with the Resolutions recorded on them by Local Governments and Administrations, on the dates noted in the marginal statement. They were on the whole submitted with creditable punctuality, the prescribed date being the 1st June. The Report of one Province only was delayed beyond the month in which it was due.

2. The Report of the Commissioners, Drs. Walker and Lethbridge, who were deputed in 1888-89 to inquire into the working of the jails in the larger Provinces of India, has now been fully considered by the Government of India in communication with Local Governments and Administrations. Before passing orders it was thought desirable to convene a Conference of jail experts from the several Provinces to consider (among other matters) the best means of devising a uniform code of jail offences and punishments to be adopted in all Provinces, and a uniform system of marks counting towards remission of sentence. The Conference met in Calcutta and submitted its recommendations towards the close of the last cold weather. The Government of India have decided generally to accept its suggestions, and have recently addressed Local Governments and Administrations, placing before them their matured views and orders on every branch of jail administration. The exhaustive Report of the Commissioners and the orders thereon, which review in detail the conclusions and recommendations of Drs. Walker and Lethbridge, will form a standard manual of reference in all matters relating to jail discipline and management.

3. Statement No. 1 attached to this Resolution contains a general summary of the distribution of prisoners of all classes confined in the jails of British India during the years 1890 and 1891. The number of central (36) and district jails (199) remained the same during the year under review as in 1890. The number of subordinate jails and lock-ups decreased from 510 to 508. The year opened with a total jail population of 89,802 as compared with 87,923

at the beginning of 1890. There was an increase in the number of prisoners received during the year in the jails of the following Provinces: Madras (67,381 to 75,562); Bombay (52,538 to 53,540); Bengal (80,959 to 87,925); the North-Western Provinces and Oudh (102,926 to 110,743); the Punjab (48,935 to 53,080); the Central Provinces (14,001 to 14,386); Assam (8,149 to 9,437); and Hyderabad (2,337 to 3,225). The number of prisoners received into the jails in Burma decreased from 27,111 to 25,346, and in Coorg from 1,035 to 960. The total number of prisoners in all the Provinces during the year was 524,006, consisting of 499,092 males and 24,914 females, as compared with 493,295 (469,910 males and 23,385 females) in the preceding year. The number of prisoners discharged from all causes during the year under review was 428,362 as compared with 403,521 discharged in 1890; and the number left in jail on the 31st December 1891 was 95,644, as compared with 89,774 remaining on the 31st December 1890. The daily average number of prisoners was 92,969·15 in 1891 against 87,991·45 in 1890.

4. The statistics relating to convicts are shown in statement No. 2. There were 83,264 convicts in jail at the commencement of the year as compared with 81,626 at the commencement of 1890. The numbers of male and female convicts admitted during the year were 168,805 and 10,763 respectively as compared with 157,925 and 9,899 admitted in 1890. The aggregate number of convicts in confinement was thus 262,832 (249,301 males and 13,531 females) in 1891 against 249,450 (236,878 males and 12,572 females) in 1890. The releases from jail during the year amounted to 170,761 as compared with 162,547 in the preceding year. Of the former number, 12,019 (11,677 males and 342 females) were set free on appeal; 146,773 (136,859 males and 9,914 females) worked out their sentences; 11,313 (11,062 males and 251 females) earned their release under the remission rules; and 656 (638 males and 18 females) were granted their liberty by order of Government. It is noticeable that out of the 202 convicts released on the ground of sickness, 105 were set free in Bengal alone. It appears that the large number of releases in this case is attributable to the revised rules 487 and 488 of the Bengal Jail Code, which were framed in consequence of the views expressed by His Honour the Lieutenant-Governor in the Resolution on the Provincial Jail Administration Report of 1890 on the subject of the release of moribund prisoners. These rules apply to two classes of prisoners, namely—(1) those who are almost certain to die, and who are released from motives of humanity, not in the hope that they may recover, but in order that they may have the comfort of dying at home; (2) those who are likely to die if detained in jail, but have a chance of recovery if released. The orders regarding the second class of prisoners are in accordance with the rule laid down in paragraph 28 of Home Department Resolution No. 326 (Jails), dated the 5th September 1888, to the effect that "a convict should be released on the ground of sickness only when it is believed that he will have a chance of recovering outside while he will have none in the jail." It was pointed out that ordinarily, if the jail hospitals were properly maintained and supervised, the chance of recovery within a jail should be greater than it was outside it; but that there might be cases in which the surroundings of jail life might affect a sick prisoner injuriously. The Government of India have, however, no objection to the rules framed by the Bengal Government in respect of both the classes of prisoners described above, provided that all releases in prospect of death (not of recovery) are entered as "deaths" in the mortality statistics of the jails concerned. Other Local Governments and Administrations have been informed accordingly. Of the 454 convicts released by order of Government on grounds other than sickness, 408, as compared with 1,534 in the preceding year, were liberated by the Chief Commissioner of Burma. This number (408) represents the balance of the prisoners sentenced for offences of a political nature, to whom it was decided to extend the clemency of Government in 1890, but who were not released in that year pending a report on their conduct in jail, or because they were unable to find the security required.

It was noticed in the Resolution reviewing the Jail Reports for 1890 that the number of convicts transported to Port Blair, or from Burma to Indian jails, had fallen from 2,140 in 1889 to 1,279. The decrease was chiefly due to the smaller number of Burmese convicts deported as the result of the gradual pacification of that Province, but partly also to the provisional orders of the Government of India, which have since been confirmed

in Home Department Resolution No. $\frac{10 \text{ P.R.}}{850\text{-}64\text{-A.}}$, dated the 15th August 1891, restricting (except in the case of Burma) the deportation of convicts to the Andamans to convicts under sentence of transportation for life. No male term-convicts are now sent from India to the Andamans. In the year under review the number deported to the Andamans, or from Burma to jails in India, fell to 922 (868 males and 54 females). The decrease was most marked in the case of Burma, from which Province only 75 convicts were deported to Port Blair and 40 to Indian jails as compared with 357 deported in the previous year to Port Blair and 160 to jails in India. The large increase in the number of convicts deported from Madras in 1891 (155 as compared with 76 in 1890) was due to a change of system under recent orders directing the deportation of convicts from Bombay and the Berars *viâ* Madras instead of *viâ* Calcutta as heretofore.

The extent to which the jail population of the year was reduced by transfers to Lunatic Asylums, escapes, executions, and deaths is compared below with the corresponding figures for 1890:—

	1890.	1891.
Number transferred to Lunatic Asylums	39	61
" escaped	69	120
Number who died	2,526	2,623
Number executed	357	386

The number of convicts who effected their escape during the year was considerably greater than in 1890. Including the cases of convicts who escaped, but were re-captured during the year, the largest number of escapes occurred in the Madras Presidency (45), and the next largest in Assam (31) and Bombay (28). In Madras the number of escapes in 1891 exceeded the record of the past ten years. The Government of India observe that the best means of preventing escapes is engaging the attention of the Inspector-General of Jails, and will form the subject of a separate report to the Local Government. In the Resolution issued last year the Government of India expressed their opinion that the proper remedy against escapes was to insist on strict vigilance on the part of the warders. The question of rendering more efficient the system of guarding prisoners, whether within the jail or extra-murally employed, and of improving the personnel of the warder and guard establishment, has been discussed in detail in the Jail Committee's Report. The orders of the Government of India on these points have now been communicated to Local Governments and Administrations.

The number of convicts remaining in jail at the close of the year was 88,361 (85,480 males and 2,881 females) compared with 83,251 (80,483 males and 2,768 females) in 1890. Of these, as in 1890, the largest number was in the North-Western Provinces and Oudh (26,886). Bengal comes next with 15,429, and then the Punjab with 11,650. The daily average number of convicts was 85,536·50 in 1891 as compared with 81,189·32 in 1890.

5. Statement No. 3 contains statistics regarding the religion or nationality, age, and previous occupation of the convicts admitted into jail during the year. The number of Europeans and Eurasians (641) was less than in 1890 (962). The number of Native Christians increased slightly from 1,091 to 1,119. There was an increase of 2,251 convicts among Muhammadans, of 8,687 among Hindus and Sikhs, of 994 among Buddhists and Jains, and of 118 among all other classes. The proportion borne by the convicts of the several religions to the total convict population and to the total population of their own class in India in the years 1890 and 1891 is shown below:

Religion.	Ratio per mille of each class of convicts admitted to— Total convict population. 1890.	1891.	Total free population of each class. 1890.	1891.	Remarks.
Christians	12·2	9·8	1·7	0·7	
Muhammadans	266·1	261·2	0·9	0·8	
Hindus and Sikhs	633·0	639·9	0·7	0·5	
Buddhists and Jains	69·6	70·6	3·0	1·4	
All other classes	19·1	18·5	0·5	0·3	

The figures for the two years given above are not, however, strictly comparable, as the ratio to total free population in 1890 is calculated on the results of the census of 1881, and that for 1891 on those of the census of that year.

The following table shows the distribution of the convicts admitted to jail in 1890 and 1891 among the four main age-periods :—

	Number of convicts admitted.	
	1890.	1891.
Under 16 years of age	2,057	2,091
From 16 to 40 years	135,683	145,264
From 40 to 60 years	27,284	29,038
Over 60 years	2,807	3,195

There was a large increase in the number of convicts between the ages of 16 and 40. The number of juvenile offenders has increased slightly—from 2,057 in 1890 to 2,091 in 1891 ; but these figures do not include the boys sent to Reformatory Schools.

The following is a brief summary of the working of these schools during the year. Thirty-five boys were admitted into the Chingleput Reformatory School in the Madras Presidency, and the number on the rolls at the close of the year was 151 as compared with 136 at the close of 1890. Reports regarding 26 boys discharged from the school were received by the Superintendent, which showed that 20 were well conducted, three had emigrated, one had been sent back to the Reformatory, and two were earning their living, but their conduct was not satisfactory. Of the 20 pupils who were well reported on and the two who were earning their living, seven were pursuing the trade learnt in school and three were following occupations rendered easy by their school training. There were 64 boys in the Yeraoda Reformatory School in the Bombay Presidency at the beginning of the year, and 41 (the same number as in 1890) were admitted in the course of the year. Twenty boys were released during the year, two were transferred to jail to undergo their sentence, and three died, leaving 80 boys in the institution at the end of the year. Reports regarding 45 boys discharged from the school showed that 13 were following the trades taught in the Reformatory, two were attending school, 18 were otherwise employed, two were returned as doubtful, one was out of employ, two had been sent to jail, and seven were not traceable. There were 135 boys in the Alipore Reformatory School in Bengal at the commencement of the year and 150 on the rolls on the 31st December 1891. Reports on 65 released boys stated that 50 bore good characters, 11 had been re-convicted and sent to jail, two bore bad characters, and two had died. Since the opening of this institution 242 boys have been discharged, of whom 164 are favourably reported on, 37 have been subsequently convicted and sent to jail, and 41 are viewed with suspicion. In the Hazaribagh Reformatory School there were 301 boys on the 31st December. Reports from Magistrates of Districts on the conduct of released youths show that 59 were well conducted, 19 were not traceable, five were in jail, and five were viewed with suspicion. The new Reformatory School at Bareilly has accommodation for 232 boys, and there were 128 on the rolls on the 31st December 1891. The Reformatory School at Jubbulpore in the Central Provinces was opened on the 1st June 1891, and 41 boys are now confined in it. There were 75 boys in the Paungdè Reformatory School in Burma on the 31st December 1891. Altogether there were 815 juveniles in Reformatory Schools at the beginning of the year and 926 at its close ; and the several reports show that the working of these institutions has on the whole been satisfactory.

No Reformatory School has yet been established in the Punjab, but the Government of India are glad to find that the Lieutenant-Governor is strongly impressed with the necessity of providing an institution of this character, and trust that His Honour will be in a position to dispose of this question soon. Assam, Coorg, and Hyderabad are the only other Provinces in which there is no Reformatory School for the confinement of juvenile offenders. A proposal was made by the Assam Administration in 1889, and accepted by the Bengal Government, that juveniles from Assam should be received in the school at

Alipore, but in consequence of a legal difficulty it had to be postponed pending the amendment of the Reformatory Schools Act, V of 1876. In Coorg the matter is of no practical importance. The Resident at Hyderabad is considering the advisability of establishing a special reformatory for the Hyderabad Assigned Districts and Secunderabad.

As in 1890, there was a large increase in the number of convicts who previous to conviction were engaged in agricultural pursuits and of those earning their living by miscellaneous employment. The following table classifies according to their previous occupation the male convicts admitted to jail in 1890 and 1891 :—

	1890.	1891.
Employed under Government or Municipal or other local authorities	4,565	4,607
Professional persons	6,787	6,655
Persons in service or performing personal offices ...	13,583	14,713
Persons engaged in agriculture and with animals ...	84,077	90,795
Persons engaged in commerce and trade ...	7,304	7,253
Persons employed in mechanical arts, manufactures, engineering operations, &c.	6,238	6,729
Miscellaneous persons not classed otherwise ...	35,377	38,067

The condition of the female convicts is shown by the following figures :—

	1890.	1891.
Married	6,113	6,702
Unmarried	475	490
Widows	2,913	3,140
Prostitutes	400	437

6. The following statement contrasts the distribution of the convicts admitted into jail during the past two years according to the length of their sentences :—

	Number of admissions.		Ratio per cent. on total admissions.	
	1890.	1891.	1890.	1891.
Not exceeding one month	59,009	64,253	35·16	35·77
Above one month and not exceeding three months	34,114	34,914	20·33	19·44
Above three months and not exceeding six months	28,825	31,533	17·18	17·55
Above six months and not exceeding one year ...	22,094	23,811	13·16	13·26
Above one year and not exceeding two years ...	12,965	14,296	7·73	7·97
Above two years and not exceeding five years ...	6,568	6,479	3·91	3·61
Above five years and not exceeding ten years ...	1,564	1,770	0·93	0·99
Exceeding ten years	76	93	0·05	0·06
Transportation (a) for life	1,232	1,101	0·73	0·62
Transportation (b) for a term	828	787	0·49	0·43
Sentenced to death	556	551	0·33	0·30

The principal increase was in sentences of imprisonment for terms not exceeding one month. Altogether 154,511 convicts, or 86·03 per cent. of the

entire number, were sentenced to imprisonment for periods less than one year. There were fewer sentences of transportation than in the previous year, although the number of re-convicted criminals increased slightly (20,558 to 20,803). The figures seem to show that many habitual criminals who might appropriately have been sentenced to transportation escaped with sentences of imprisonment. The question of more effectually dealing with habitual criminals is, however, under separate consideration, and the Government of India will content themselves on this occasion with inviting the renewed attention of Local Governments and Administrations to the remarks in paragraphs 5 and 6 of Home Department Circular No. $\frac{1 \text{ Police}}{418-26}$, dated the 31st May 1890.

7. Of the convicts admitted to jail during the year (179,588), 13,366 had been previously convicted once, 4,139 twice, and 3,298 more than twice. The percentage (11·58) of convicts previously convicted fell below the percentage in 1890 (12·24); but the general ratio was exceeded in the Bombay Presidency (15·02), the Punjab (14·42), the Central Provinces (15·09), Burma (18·23), and Hyderabad (14·55). Of the 2,091 juveniles admitted into jail, 174 or 8·32 per cent. had been previously convicted, a ratio lower than that reported in 1890 (10·48 per cent.). The results of the identification of habitual criminals in jails appear on the whole to be far from satisfactory. In the Resolution reviewing the Provincial Jail Reports for 1890 the anthropometric system for identifying old offenders was commended to Local Governments and Administrations. The Government of India are glad to observe that the matter has been seriously taken in hand in several Provinces. In Bengal the Bertillon system of measurement was introduced under the supervision of the Police Department, and great progress was made during the year in elaborating a scheme for its proper working. Steps have also been taken for introducing the system in the Madras Presidency, the North-Western Provinces and Oudh, the Punjab, the Central Provinces, and Burma. In a circular recently issued the Government of India have requested other Local Governments and Administrations to consider the advisability of taking similar action.

8. Statement No. 6 shows the employment of convicts in jail. The average number sentenced to labour on working days rose from 77,347 in 1890 to 81,549 in 1891; 2,991 convicts on the average were on the sick list and 6,913 convalescent and infirm. The balance available for labour was 71,645 against 68,017 in the previous year. These prisoners were employed as follows :—

	Average number employed.
Unremunerative labour	1,507
Prison officers	3,875
Prison servants	8,434
Gardening	5,596
Preparation of articles for consumption in jails	11,306
Jail repairs	3,454
Jail buildings	5,052
Manufactures	31,903
Labour under the Public Works Department	2,012
Labour under Municipalities, &c.	2,568

9. Statement No. 7 shows offences committed by, and punishments inflicted on, convicts in jail. The total number of offences rose from 95,146 in 1890 to 99,601 in 1891. The most noticeable increases occurred in the North-Western Provinces and Oudh (8,018 to 10,534) and in Burma (24,375 to 25,938). In Bombay, the Punjab, Assam and Coorg there was a decrease. There was a slight increase in the number of criminal offences, from 440 in 1890 to 483 in 1891, due chiefly to the large increase (39 to 101) reported from Burma. Offences connected with forbidden indulgences or the possession of forbidden articles rose from 10,686 to 12,084, Bengal, the Punjab, and Burma contributing chiefly towards the increase. Breaches of jail rules relating to work declined from 51,598 to 49,416, the decrease being fairly general, except in the Madras Presidency and the North-Western Provinces and Oudh. Offences against prison discipline other than those relating to work increased from 32,422 to

37,618, the largest increases being returned from Bombay, Bengal, the North-Western Provinces and Oudh, and Burma.

The aggregate number of punishments inflicted during the year was 99,578 as compared with 95,136 in 1890. This increase was distributed over every head of punishment, except corporal punishments, as shown below :—

	1890.	1891.
Punishments inflicted by criminal courts ...	466	528
Sol tary confinement	8,194	9,727
Reduced diet	10,685	10,909
Solitary confinement with reduced diet ...	7,085	8,819
Corporal punishments	2,178	2,108
Other punishments	66,328	67,487

It should, however, be noticed that although the total number of punishments was higher in 1891 than in 1890, the daily average number of convicts being greater, the ratio per cent. of punishments to the average strength of convicts was lower than in the previous year. It is also satisfactory that the proportion of whippings to the total number of other punishments inflicted on male prisoners fell from 2·4 to 2·2 per cent. On the other hand, the Government of India regret to observe an increased resort to the punishment of solitary confinement combined with reduced diet, especially in Burma and the North-Western Provinces and Oudh.

The attention of the Government of India has been for some time directed to the differences of system prevailing in different Provinces in the matter of jail discipline and punishments. This question was referred for inquiry to Drs. Walker and Lethbridge, and has been fully dealt with in their report. The conclusion arrived at by the Government of India is that as the criminal law under which offenders are sentenced to imprisonment is the same all over India, it is desirable that uniformity of discipline should be established within the jails, so that the same sentence may everywhere carry with it the same degree of punishment. This is impossible so long as there are separate rules in each Province regarding the offences for which convicts may be punished, the punishments which may be inflicted on them, and the manner in which such punishments shall be registered. To remove these local variations, a Conference, referred to in paragraph 2 of this Resolution, was assembled in January last consisting of the heads of the jail administration in the several Provinces. They have prepared a scheme of jail offences and punishments to be applied to all Provinces in which offences have been classified, and the punishments appropriate to each class of offence have, as far as possible, been defined. The necessary legislation to give effect to the scheme will be undertaken in due course. It will be an essential part of the new arrangements that every offence and punishment, however trivial, shall find a record in the statistics of jail administration of each Province.

10. The number of convicts released during the year who gained remission of sentence under the mark system was 11,147 as compared with 10,814 in the previous year. The number who came under the mark system, but failed to earn any remission, was only 32. The maximum gratuity earned by any convict released during the year was Rs. 50 as compared with a maximum of Rs. 60 earned in 1890. For the same reasons which render it desirable that there should be one set of rules governing the classification of jail offences and the infliction of punishments in jails, the Government of India have decided that there shall be a uniform system throughout India for the award of marks to convicts for industry and good conduct; they have also made the mark system applicable to all convicts sentenced to one year and upwards; hitherto the limit has been two years. The Conference referred to in the last paragraph have prepared a scheme for this purpose to which early effect will be given. The Government of India have also directed that the marks earned by convicts shall be taken into consideration, not only in calculating the period of sentence to be remitted, but also with reference to the grant of prison privileges and the selection of convicts for promotion to any grade of prison officer.

11. Of the 163,447 convicts imprisoned during the year, 142,593 were unable to read or write, 16,299 were able to read and write a little, and 4,555 could read and write well. The daily average number under instruction declined from

3,029 in 1890 to 2,361 in 1891. Out of 2,804 convicts released during the year who had been under instruction in jail, 530 were still unable to read and write, and 1,540 were only able to read and write a little. These results are far from satisfactory, and justify the conclusion arrived at by the Government of India, when reviewing the Jail Reports for 1890, that the attempt to educate adult convicts should be abandoned. Orders have issued accordingly. As regards juvenile prisoners, it is hoped that in time most of them who are imprisoned for a period sufficiently long to enable them to profit by instruction will be transferred to Reformatory Schools, but for the present the Government of India have laid down a rule that all prisoners under the age of 18 who are in Central or District Jails under sentences of a year or more should be brought under instruction, not only in reading and writing, but also, if possible, in some simple handicraft; and that arrangements should be made, as far as practicable, to concentrate such prisoners in jails where facilities exist for instructing them.

12. The gross expenditure on jails increased from Rs. 52,81,288 in 1890 to Rs. 54,78,045 in the year under review. The total cost per head of average strength, however, fell from Rs. 60-4-0 to Rs. 59-2-10. It was again lowest in the North-Western Provinces and Oudh (Rs. 43-10-5) and (excluding Coorg) highest in Assam (Rs. 80-15-11). The average cost for all Provinces was made up of the following items: Rations, Rs. 25-1-1; Establishments, Rs. 20-14-11; Police guards, Rs. 2-12-4; Hospital charges, Rs. 1-13-7; Clothing, Rs. 3-1-3; and Contingencies, Rs. 5-9-4.

The average cost of rations per head of prisoners increased from Rs. 24-11-10 to Rs. 25-1-1. Excluding Coorg, it was highest in Assam (Rs. 33-12-1); in Burma it was Rs. 32-3-5, in Madras Rs. 27-13-8, in Bombay Rs. 27-2-2; it still continues lowest in the North-Western Provinces and Oudh (Rs. 21-8-6). The total cost of establishments rose from Rs. 19,34,817 in 1890 to Rs. 19,37,791 in 1891. There was an increase of expenditure under this head in Bengal, the Punjab, the Central Provinces, the Hyderabad Assigned Districts, and Coorg. In the other Provinces the expenditure decreased. The total charge on account of Police guards fell from Rs. 2,71,557 in 1890 to Rs. 2,56,896 in 1891, and it is hoped that the expenditure under this head will decrease still further from year to year, *pari passu* with an advance in efficiency, as the existing Police guards are replaced by Jail Warder guards in accordance with the orders which have just been issued by the Government of India. Hospital charges rose from Rs. 1,67,921 in 1890 to Rs. 1,71,560 in 1891. Excluding Coorg, the cost per head of daily average strength was highest in Bengal (Rs. 3-1-5); but the increased cost in this Province was in some measure due to the increase in the daily average number sick and also to the higher prices prevailing during the year. In the North-Western Provinces and Oudh there was a marked increase in the hospital charges, from Rs. 28,190 in 1890 to Rs. 34,941 in 1891; this is partly accounted for by the outbreak of cholera in a larger number of jails during the year. The total charge for clothing in the several Provinces also increased from Rs. 2,79,011 to Rs. 2,83,904. The total charge for contingencies, which had fallen from Rs. 4,92,412 in 1889 to Rs. 4,70,115 in 1890, rose in 1891 to Rs. 5,17,211. Excluding Coorg, Burma was the only Province which showed a lower expenditure than in the previous year, all other Provinces having a large increase under this head. It is, however, impossible to institute any comparison between the several Provinces in this matter owing to the widely different systems in force of classifying items under "contingencies." The Government of India have consulted Local Governments and Administrations on the subject, and are considering the practicability of determining the items which should properly be classed under this head.

13. The gross cost of maintaining prisoners (Rs. 54,78,045) was reduced by Rs. 13,71,328-13-0, the total amount of their cash earnings, and the net cost to Government was Rs. 41,06,716-3-0 as compared with Rs. 42,72,249-3-0 in the previous year. The increase in cash earnings (Rs. 3,62,290) is very satisfactory. In Bengal the amount realized under this head rose from Rs. 1,50,842 in 1890 to Rs. 3,14,020 in 1891. In Burma the income from this source amounted to Rs. 3,22,733. The average net cost of maintaining a prisoner in India in 1891 was Rs. 44-5-10 against Rs. 48-11-10 in 1890. It was lowest in Burma (Rs. 36-14-4) and highest in the Madras Presidency (Rs. 60-14-6). The

following statement compares the average cost in the several Provinces in 1890 and 1891 :—

	1890. Rs.	A.	P.	1891. Rs.	A.	P.
Burma	42	13	5	36	14	4
Central Provinces	41	5	1	37	8	4
North-Western Provinces and Oudh ...	38	10	11	37	10	0
Punjab	49	2	1	46	8	4
Coorg	52	1	0	46	13	8
Bengal	60	7	11	48	4	9
Bombay	49	8	2	48	6	6
Hyderabad Assigned Districts	51	7	8	52	6	6
Assam	54	0	3	58	1	10
Madras	66	12	0	60	14	6

14. The health of the jail population* during the year was on the whole satisfactory. The total number admitted into hospital was 90,932 compared with 100,113 in 1890; the daily average number sick was 3,183·25 in 1890 and 3,122·25 in 1891; and the aggregate number of deaths was 2,806 in 1891 as compared with 2,689 in the preceding year. The proportion to average strength of admissions into hospital, of the daily average number sick, and of deaths was lower than in 1890, as will be seen from the following figures :—

	Ratio per mille of daily average strength. 1890.	1891.
Admissions into hospital throughout the year ...	1,142·34	978·57
Daily average number sick	36·32	33·60
Deaths from all causes	30·68	30·19

Of the 177,622 prisoners discharged during the year (including 5,620 of whom details are not available), 96,721 had gained weight, 36,069 had neither gained nor lost, and 39,212 had lost weight during their confinement in jail.

The deaths from fevers, cholera, and bowel-complaints (dysentery and diarrhœa) in all jails during 1890 and 1891 are thus contrasted :—

	1890.	1891.
Fevers	238	261
Cholera	146	324
Bowel-complaints	807	738

The following statement compares the aggregate number of deaths in the jails of each Province in 1890 and 1891 and the ratio of mortality in each year, and contrasts the ratios per mille of deaths in jails with the average maximum and minimum death-rates reported among the free population :—

		Number of deaths in jails.	Ratio per mille of deaths in jails to average strength.	Ratio per mille of deaths among the free population.	Highest ratio of deaths among the free population.	Lowest ratio of deaths among the free population.
Madras	1890	213	23·85	22·8	42·7	13·4
	1891	347	35·33	26·2	59·4	13·5
Bombay	1890	250	31·98	28·18	40·95	17·87
	1891	253	32·44	27·26	42·11	14·99
Bengal	1890	477	32·27	24·48	40·34	14·62
	1891	493	30·97	26·94	43·53	16·56
North-Western Provinces and Oudh.	1890	854	33·54	37·27	54·97	24·81
	1891	780	27·62	31.14	47·0	20·31
Punjab	1890	388	31·23	46·87	102·07	18·40
	1891	347	28·30	29·13	41·98	20·24
Central Provinces ...	1890	116	26·06	32·52	42·88	20·18
	1891	142	30·37	35·54	46·84	25·65
Burma	1890	319	28·24	*17·40	*33·43	*10·51
	1891	345	30·12	15·93	25·08	10·85
Assam	1890	51	36·29	29·64	36·37	26·69
	1891	84	52·11	29·91	35·91	19·91
Hyderabad Assigned Districts	1890	18	18·17	35·4	40·9	*29·8
	1891	12	11·29	40 6	47·6	30·0

* Lower Burma only.

In the Resolution of the 17th October 1890 reviewing the Jail Reports for 1889 it was remarked that the defects in the registration of the mortalify among the free population deprived the above statement of much of its value for purposes of comparison. It was at the same time pointed out that the amount of mortality in jails, the statistics regarding which are no doubt recorded with absolute accuracy, is not swelled by the infant mortality which prevails to so

great an extent among the free population; and the Government of India expressed their opinion that when the mortality in a jail exceeds considerably that recorded among the free population in the neighbourhood, this result must be presumed to be due to defects either in the jail buildings or the sanitary arrangements at the jails. Judged from the point of view of the above remarks, it is satisfactory to find that in those Provinces in which the registration of vital statistics among the general population has made some approach towards accuracy—the North-Western Provinces and Oudh, the Punjab, the Central Provinces, and the Hyderabad Assigned Districts—the death-rate of the jails for the past two years has been appreciably below that reported among the free population. On the other hand, the Government of India notice with regret that there has been a considerable increase in the mortality in the Madras Jails during 1891, and a still higher increase in Assam.

15. In the Madras Presidency the rise in the death-rate was chiefly caused by the greater prevalence of cholera and bowel-complaints, which together accounted for 101 more deaths than in the preceding year; but, even excluding cholera, there were 257 deaths (26·17 per mille) as compared with 191 (21·39) in 1890. Cholera was epidemic in all Central Jails except Rajahmundry and Salem. The proportion of prisoners admitted to hospital and on the daily sick list was less than that reported in 1890; but it is not clear how far this result is attributable to a change of system, that is to say, to the treatment as out-patients of prisoners in trivial cases which were formerly admitted into hospital. The Government of India are glad to observe that the unfavourable statistics of the year are engaging the attention of the Local Government and the Inspector-General.

The statistics of the Bombay Presidency call for no special remarks.

The health statistics of prisoners in Bengal were in all respects more favourable than in the preceding year. As observed in paragraph 4 of this Resolution, however, no less than 105 convicts were released during the year on the ground of sickness; and it can hardly be doubted that, but for these releases, the mortality would have been higher. Cholera, fevers, and respiratory complaints were more fatal than in 1890. There were 12 cases and 11 deaths from cerebro-spinal fever in the Alipore Jail; this disease appears to be confined to three jails in the Province, and the Government of India would be glad to hear that some result has attended the deliberations of the Committee appointed by the Bengal Government to investigate its origin and causes.

The general health of the prisoners in the jails of the North-Western Provinces and Oudh improved considerably during the year under review. In the Punjab the health of the prisoners was, on the whole, satisfactory.

The rise in the prison mortality of the Central Provinces from 21·49 in the previous year to 27·06 per mille is attributed in some degree to the bad state of health of the prisoners on conviction; but it is a matter for regret that such removable causes as overcrowding and dampness should have been present in some jails. The Chief Commissioner should consider the best means of remedying these defects.

The statistics for Burma show an increase in the death-rate, but a marked reduction in the proportion of prisoners admitted to hospital and on the sick list. The increased mortality was mainly due to the prevalence in Lower Burma of cholera, especially at the Toungoo and Moulmein jails, and in Upper Burma of respiratory diseases, especially at Mandalay and Myingyan.

The health of the prisoners in the jails of Assam was very unsatisfactory during the year. Cholera and bowel-complaints chiefly accounted for the rise in the death-rate; the latter class of diseases appears to have prevailed in all jails. The special causes of increased mortality during the year have formed the subject of separate correspondence with the Chief Commissioner.

In Berar the health of the prison population continued satisfactory.

ORDER.—Ordered, that copy of this Resolution be forwarded to all Local Governments and Administrations for information and guidance, and to the Department of Finance and Commerce for information.

Ordered also, that this Resolution be published in the Supplement to the *Gazette of India.*

[True Extract.]

C. J. LYALL,

Secretary to the Government of India.

Statements appended to Home Department Resolution No. $\frac{12\ \text{Jails}}{635-646}$, dated the 11th November, 1892.

No.

GENERAL SUMMARY SHOWING the DISTRIBUTION of the PRISONERS of all CLASSES

1890

1		2			3			4			5		
Name of Province.		Places of confinemet.			Prisoners in jail at the commencement of the year.			Prisoners received during the year.			Total.		
		Central jails.	District jails.	Subordinate jails and lock-ups.	Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
Madras	1890	(a) 7	(b) 17	308	8,226	321	‡8,547	63,442	3,939	67,381	71,668	4,260	75,928
	1891	(a) 7	(b) 16	308	9,317	327	9,644	71,638	3,924	75,562	80,955	4,251	85,206
Bombay	1890	1	(c) 20	27	7,400	253	7,653	49,922	2,616	52,538	57,322	2,869	60,191
	1891	1	(c) 20	27	7,337	260	7,597	50,926	2,614	53,540	58,263	2,874	61,137
Bengal	1890	(d) 7	*38	86	14,596	452	15,048	77,409	3,550	80,959	92,005	4,002	96,007
	1891	(d) 7	†39	86	14,764	447	‖15,211	84,716	3,209	87,925	99,480	3,656	103,136
North-Western Provinces and Oudh.	1890	6	45	22	23,584	1,063	24,647	96,898	6,028	102,926	120,482	7,091	127,573
	1891	6	44	20	25,725	1,139	26,864	103,547	7,196	110,743	129,272	8,335	137,607
Punjab	1890	(e) 4	29	22	12,501	380	12,881	47,403	1,532	48,935	59,904	1,912	61,816
	1891	(e) 4	29	22	12,105	368	12,473	51,160	1,920	53,080	63,265	2,288	65,553
Central Provinces	1890	3	15	1	4,351	278	4,629	12,738	1,263	14,001	17,089	1,541	18,630
	1891	3	15	1	4,296	328	4,624	13,160	1,226	14,386	17,456	1,554	19,010
Burma	1890	6	18	5	11,710	101	11,811	26,390	721	27,111	38,100	822	38,922
	1891	6	19	5	11,061	98	(i) 11,159	24,397	949	25,346	35,458	1,047	36,505
Assam	1890	...	(f) 11	13	1,439	56	1,495	7,613	536	8,149	9,052	592	9,644
	1891	...	(f) 11	13	1,138	40	1,178	8,955	482	9,437	10,093	522	10,615
Coorg	1890	...	1	25	92	6	98	943	92	§1,035	1,035	98	1,133
	1891	..	1	25	97	8	105	889	71	(h)960	986	79	1,065
Hyderabad Assigned Districts. (g)	1890	2	5	1	1,083	31	1,114	2,170	167	2,337	3,253	198	3,451
	1891	2	5	1	914	33	947	2,950	275	3,225	3,864	308	4,172
Total	1890	36	199	510	84,982	2,941	87,923	384,928	20,444	405,372	469,910	23,385	493,295
	1891	36	199	508	86,754	3,048	89,802	412,338	21,866	434,204	499,092	24,914	524,006

* Includes 15 intermediate jails.
† Includes 16 intermediate jails.
‡ Inclusive of one civil prisoner whom the Superintendent of the Salem jail omitted to return in the report of 1889.
§ Inclusive of 74 under-trials who were subsequently convicted, and who are twice counted over in the general summary.
‖ Inclusive of 4 prisoners who were not accounted for in the statistics for 1890.
(a) Includes the Madras Penitentiary.
(b) Includes the Debtors' Jail at Madras.
(c) Includes one extramural labour gang, the Common Jail, Bombay, and the House of Correction, Bombay.
(d) Six of these are also district jails.

I.

CONFINED in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during the years and 1891.

6			7			8				
Discharged from all causes.			Remained at the close of the year.			Total daily average number of prisoners.				Name of Province.
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.		
62,351	3,933	66,284	9,317	327	9,644	8,620·98	309·64	8,930·62	1890	Madras.
70,317	3,922	74,239	10,638	329	10,967	9,516·25	303·23	9,819·48	1891	
49,985	2,609	52,594	7,337	260	7,597	7,551	264	7,815	1890	Bombay.
50,723	2,611	53,334	7,540	263	7,803	7,552	247	7,799	1891	
77,245	3,555	80,800	14,760	447	15,207	14,337·44	439·96	14,777·40	1890	Bengal.
83,281	3,265	86,546	16,199	391	16,590	15,494·02	422·36	15,916·38	1891	
94,757	5,952	100,709	25,725	1,139	26,864	24,381·70	1,074·40	25,45[illegible]·10	1890	North-Western Provinces and Oudh.
101,883	7,101	108,984	27,389	1,234	28,623	26,983·88	1,250·79	28,234·67	1891	
47,799	1,544	49,343	12,105	368	12,473	12,358	377	12,735	1890	Punjab.
51,004	1,913	52,917	12,261	375	12,636	12,188	383	12,571	1891	
12,793	1,213	14,006	4,296	328	4,624	4,171·75	278·71	4,450·46	1890	Central Provinces.
12,984	1,241	14,225	4,472	313	4,785	4,363·17	311·54	4,674·71	1891	
27,063	724	27,787	11,037	98	11,135	11,207	89	11,296	1890	Burma.
24,028	920	24,948	11,430	127	11,557	11,351	102	11,453	1891	
7,914	552	8,466	1,138	40	1,178	1,394·21	37·77	1,431·98	1890	Assam.
8,733	481	9,214	1,360	41	1,401	1,302·50	34·91	1,337·41	1891	
938	90	1,028	97	8	105	101·66	6·14	107·80	1890	Coorg.
893	75	968	93	4	97	94·35	5·60	99·95	1891	
2,339	165	2,504	914	33	947	959·72	31·37	991·09	1890	Hyderabad Assigned Districts. (g)
2,749	238	2,987	1,115	70	1,185	1,013·79	49·76	1,063·55	1891	
383,184	20,337	403,521	86,726	3,048	89,774	85,083·46	2,907·99	87,991·45	1890	Total.
406,595	21,767	428,362	92,497	3,147	95,644	89,858·96	3,110·19	92,969·15	1891	

(e) Includes the Female Jail, Lahore.
(f) Includes two Public Works Jails, which were open for portions of the year.
(g) The figures for the Secunderabad Jail are incorporated in this and in the succeeding statements.
(h) Inclusive of 68 under-trials who were convicted, and are twice counted over in the general summary.
(i) Inclusive of 24 prisoners in the Kindat Lock-up which was taken over by the Jail Department in the course of the year.

No.

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS

1		2		3		4		5					
								RECEIVED BY					
								A					
								To undergo sentence.					
Name of Province.		In jail at the commencement of the year.		Imprisoned during the year.		Total.		From jails in the province.		From subsidiary jails to district jails in the province.		From jails outside the province.	
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	1890	7,196	281	25,028	2,288	32,224	2,569	1,611	108	463	20	21	1
	1891	8,106	289	28,963	2,377	37,069	2,666	1,482	35	806	15	22	...
Bombay	1890	6,749	233	15,063	786	21,812	1,019	1,670	18	751	42	8	1
	1891	6,613	235	15,160	771	21,773	1,006	2,462	24	893	52	15	...
Bengal	1890	13,488	388	31,455	1,431	44,943	1,819	6,962	270	10,712	398	24	1
	1891	*13,654	385	33,549	1,265	47,203	1,650	8,364	237	11,599	337	39	...
North-Western Provinces and Oudh.	1890	21,977	979	41,568	3,126	63,545	4,105	7,644	228	...	...	224	10
	1891	23,862	1,042	44,283	3,773	68,145	4,815	8,059	386	...	...	176	1
Punjab	1890	11,660	344	20,346	627	32,006	971	4,149	101	...	...	30	...
	1891	11,353	334	21,208	770	32,561	1,104	4,834	115	...	..	37	...
Central Provinces	1890	4,137	269	6,660	793	10,797	1,062	989	47	3	...	8	...
	1891	4,115	317	6,531	785	10,646	1,102	1,020	36	14	...	7	...
Burma	1890	11,248	95	13,002	447	24,250	542	3,471	66	...	...	882	...
	1891	†10,765	88	13,920	607	24,685	695	2,016	40	...	...	275	...
Assam	1890	1,368	50	3,347	277	4,715	327	507	19	481	17	5	...
	1891	1,057	38	3,533	238	4,590	276	808	21	612	17	3	...
Coorg	1890	77	3	142	13	219	16	...	...	84	2	...	...
	1891	83	8	145	14	228	22	...	..	67	7	...	...
Hyderabad Assigned Districts	1890	1,053	31	1,314	111	2,367	142	78	7	...	...	36	...
	1891	888	32	‡1,513	163	2,401	195	245	27	...	...	44	1
Total	1890	78,953	2,673	157,925	9,899	236,878	12,572	27,081	864	12,494	479	1,238	13
	1891	80,496	2,768	168,805	10,763	249,301	13,531	29,290	921	13,991	428	618	2

* Includes 3 convicts who were not accounted for in the statistics for 1890.

† Inclusive of 10 convicts in the Kindat Lock-up which was taken over by the Jail Department in 1891.

‡ Includes 2 convicts who escaped and were recaptured during 1891. They have been shown as new admissions.

2.

and SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1890 and 1891.

TRANSFER.				6			7					
B				GRAND TOTAL.			TRANSFERRED TO OTHER JAILS.					NAME OF PROVINCE.
IN TRANSIT FOR TRANSPORTATION OR TO OTHER JAILS.							A		B			
From jails in the province.		From jails outside the province.					To undergo sentence.		For transportation beyond seas.			
M.	F.	M.	F.	M.	F.	Total.	M.	F.	M.	F.		
10,240	339	1	...	44,560	3,037	47,597	12,096	427	243	8	1890	Madras.
10,289	295	65	1	49,733	3,012	52,745	12,261	329	126	1	1891	
112	3	4	1	24,357	1,084	25,441	2,497	58	246	12	1890	Bombay.
147	6	1	...	25,291	1,088	26,379	3,395	74	260	15	1891	
228	9	1,051	36	63,920	2,533	66,453	17,549	661	853	10	1890	Bengal.
381	12	680	45	68,266	2,281	70,547	20,050	569	558	13	1891	
678	31	47	...	72,138	4,374	76,512	8,094	233	824	46	1890	North-Western Provinces and Oudh.
591	42	7	...	76,978	5,244	82,222	8,204	406	890	42	1891	
767	20	...	...	36,952	1,092	38,044	4,805	101	221	34	1890	Punjab.
1,132	13	...	...	38,564	1,232	39,796	6,048	116	179	29	1891	
138	7	1	...	11,936	1,116	13,052	1,125	48	120	8	1890	Central Provinces.
94	11	...	...	11,781	1,149	12,930	1,106	57	141	17	1891	
614	...	...	...	29,217	608	29,825	3,630	66	524	...	1890	Burma.
379	...	...	...	27,355	735	28,090	2,189	40	358	...	1891	
304	2	1	...	6,013	365	6,378	1,425	37	73	1	1890	Assam.
673	3	42	1	6,728	318	7,046	1,870	41	64	4	1891	
...	...	...	...	303	18	321	1	...	1	...	1890	Coorg.
...	...	...	...	295	29	324	...	...	4	...	1891	
6	1	...	...	2,487	150	2,637	106	8	1	...	1890	Hyderabad Assigned Districts.
14	3	...	...	2,704	226	2,930	300	31	5	1	1891	
13,687	412	1,105	37	291,883	14,377	306,260	51,328	1,639	3,106	119	1890	TOTAL.
13,700	385	795	47	307,695	15,314	323,009	55,423	1,643	2,585	122	1891	

No. 2—

STATEMENT SHOWING the NUMBER and DISPOSAL of the CONVICTS in the JAILS and

Name of Province.		8										9	
		Released during the year.										Transported beyond seas.	
		A		B		C		D					
								By order of Government.					
								(a)		(b)			
		On appeal.		On expiry of sentence.		Under remission rules.		On account of sickness.		On other grounds.			
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	1890	1,680	39	21,480	2,239	626	22	9	1	7	...	72	4
	1891	1,762	47	25,535	2,328	628	15	8	1	13	...	147	8
Bombay	1890	841	27	13,208	728	672	17	...	...	4	3	...	...
	1891	880	34	12,817	696	763	24	3	...	2	...	...	...
Bengal	1890	1,980	58	27,138	1,326	1,587	35	37	2	8	1	642	44
	1891	2,077	43	27,667	1,206	1,631	30	104	1	7	2	606	46
North-Western Provinces and Oudh.	1890	2,831	60	32,757	2,846	2,904	103	6	...	5	1	...	...
	1891	3,254	91	34,944	3,420	3,123	100	4	...	12	3	...	...
Punjab	1890	2,267	56	15,774	525	2,081	32	15	...	4	...	...	...
	1891	2,237	69	16,494	622	1,878	44	9	4	...	...	...	...
Central Provinces	1890	361	24	5,672	688	389	21	5	1	...	...	...	...
	1891	402	23	5,246	728	450	27	7	...	...	1	...	...
Burma	1890	586	30	9,284	409	1,983	3	30	1	1,528	6	(a)517	...
	1891	679	28	10,065	537	2,061	6	28	...	403	5	(b)115	...
Assam	1890	340	2	2,879	281	176	3	4	...	...	...	...	...
	1891	283	5	2,803	232	†355	†1	32	...	...	...	...	...
Coorg	1890	21	...	182	10	11	...	...	...	...	...	...	...
	1891	15	...	183	24	14	1	1	...	...	...	...	...
Hyderabad Assigned Districts.	1890	150	8	1,156	99	149	1	...	...	12	...	...	...
	1891	88	2	1,105	121	159	3	...	...	5	1	...	...
Total	1890	11,057	304	129,530	9,151	*10,578	*237	106	5	1,568	11	1,231	48
	1891	11,677	342	136,859	9,914	‡11,062	‡251	196	6	442	12	868	54

* These figures do not agree with the total of column 3, Statement No. 12, owing to a discrepancy of 3 in the figures shown in the Assam Report.

(a) Includes 160 convicts deported to Indian Jails and 357 to Port Blair.

(b) Includes 40 convicts deported to Indian Jails and 75 to Port Blair.

† Includes 171 convicts with sentences of less than two years' imprisonment who received marks under special rules and were released during the year from the North Lushai Hills Jail.

‡ These figures do not agree with the total of column 3, Statement No. 12, owing to a discrepancy of 5 in the figures shown in the Burma Report.

continued.

SUBSIDIARY JAILS in BRITISH INDIA during the YEARS 1890 and 1891—contd.

10		11		12		13		14		15				
Transferred to lunatic asylum.		Escaped.		Executed.		Died.		Remained at the close of the year.		Daily average number.				Name of Province.
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.		
5	...	17	...	35	1	184	7	8,106	289	7,678·05	275·80	7,953·85	1890	Madras.
6	...	45	...	38	2	314	7	8,850	274	8,319·84	260·77	8,580·61	1891	
1	...	7	...	36	1	232	3	6,613	235	6,782	236	7,018	1890	Bombay.
6	2	21	...	36	2	231	4	6,877	237	6,755	221	6,976	1891	
10	...	3	.	24	2	438	9	13,651	385	13,073·01	273·78	13,446·79	1890	Bengal.
9	2	6	...	36	1	446	8	15,069	360	14,077·10	371·44	14,448·54	1891	
3	...	7	...	92	6	753	37	23,862	1,042	22,493·75	999·25	23,493	1890	North-Western Provinces and Oudh.
9	2	7	...	95	4	696	30	25,740	1,146	24,971·50	1,155·00	26,126·50	1891	
12	1	6	...	45	2	369	7	11,353	334	11,445	343	11,788	1890	Punjab.
16	...	4	...	71	2	317	7	11,311	339	11,249	346	11,595	1891	
3	...	15	...	25	2	106	7	4,115	317	3,987·89	267·51	2,255·40	1890	Central Provinces.
5	1	14	...	34	1	129	8	4,247	306	4,151·10	299·98	4,451·08	1891	
...	...	4	...	74	3	302	2	10,755	88	10,775	86	10,861	1890	Burma.
1	...	12	...	58	...	329	4	11,057	115	10,964	100	11,064	1891	
1	2	6	1	1	...	51	...	1,057	38	1,293·84	33·4	1,327·33	1890	Assam.
2	...	9	...	2	...	80	1	1,228	34	1,186·95	30·61	1,217·56	1891	
...	...	...	...	1	...	3	...	83	8	80·42	4·74	85·16	1890	Coorg.
..	...	...	...	...	...	3	...	75	4	80·55	4·94	85·49	1891	
1	...	3	...	7	...	14	2	888	32	931·08	29·71	960·79	1890	Hyderabad Assigned Districts.
...	...	2	...	3	1	9	...	1,026	66	047·10	44·62	991·72	1891	
36	3	68	1	340	17	2,452	74	80,483	2,768	78,540·04	2,649·28	81,189·32	1890	TOTAL.
54	7	120	...	373	13	2,554	69	85,480	2,881	82,702·14	2,834·36	85,536·50	1891	

No.

STATEMENT SHOWING the RELIGION, AGE, and PREVIOUS OCCUPATION of the CON
the YEARS

1		2														3					
		RELIGION.														AGE.					
		A						B		C		D		E		A		B		C	
		CHRISTIANS.																			
NAME OF PROVINCE.		Europeans. a		Eurasians. b		Natives. c		Muhammadans.		Hindus and Sikhs.		Buddhists and Jains.		All other classes.		Under 16.		16 to 40.		40 to 60.	
		M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	1890	19	...	62	2	603	58	2,358	81	21,972	2,145	13	2	1	...	385	71	20,925	1,733	3,487	465
	1891	19	...	53	1	539	52	2,326	79	25,815	2,243	10	2	1	..	453	68	24,216	1,798	3,998	482
Bombay	1890	82	1	13	1	198	11	5,802	126	8,879	644	30	2	59	1	134	27	13,466	638	1,385	116
	1891	77	1	23	1	212	19	5,657	137	9,104	610	36	3	51	...	105	18	13,491	627	1,450	120
Bengal	1890	276	2	77	4	63	4	11,912	366	17,905	982	94	15	1,128	58	328	46	22,893	931	7,262	408
	1891	121	1	73	2	98	4	13,195	340	19,010	862	101	9	951	47	338	33	24,590	871	7,567	325
North-Western Provinces and Oudh.	1890	27	...	20	1	36	3	6,530	314	34,951	2,808	4	...	...	...	355	66	23,281	2,396	7,251	625
	1891	16	...	10	..	32	3	6,598	331	37,620	3,430	5	9	2	..	315	99	35,310	2,912	7,777	693
Punjab	1890	11	...	4	...	10	2	13,976	440	6,245	175	3	...	97	10	277	7	16,991	502	2,647	110
	1891	10	...	5	...	21	4	14,605	560	6,291	180	...	...	276	26	294	22	17,729	650	2,791	86
Central Provinces.	1890	4	...	2	..	12	3	673	57	4,659	578	11	...	1,299	155	159	47	5,504	614	892	115
	1891	3	...	3	...	17	2	639	54	4,488	558	32	2	1,349	169	145	51	5,365	618	929	108
Burma	1890	306	...	45	...	46	...	629	31	770	9	11,100	404	106	3	109	8	11,093	334	1,682	99
	1891	194	...	27	...	63	2	774	27	831	19	11,903	559	128	...	108	13	11,863	378	1,807	101
Assam	1890	...	...	...	..	6	3	1,015	22	1,996	236	1	...	250	16	9	4	2,717	246	505	24
	1891	...	...	...	...	18	...	1,018	26	2,160	186	1	...	283	25	6	2	2,889	214	553	26
Coorg	1890	...	...	2	...	19	2	41	2	139	9	...	...	25	2	12	...	178	13	34	2
	1891	...	...	...	...	13	1	33	1	146	19	...	...	20	...	5	...	179	21	27	...
Hyderabad Assigned Districts.	1890	...	...	1	...	12	...	262	16	1,036	95	3	...	...	...	9	4	1,135	93	161	14
	1891	...	1	...	..	18	1	292	12	1,200	148	3	1	...	...	15	1	1,302	141	185	19
TOTAL	1890	725	3	226	8	1,005	86	43,198	1,455	98,552	7,681	11,259	423	2,065	245	1,777	280	128,183	7,500	25,306	1,978
	1891	440	3	194	4	1,031	88	45,337	1,567	106,665	8,235	12,091	585	3,061	267	1,784	307	136,934	8,330	27,084	1,954

3.

VICTS ADMITTED into the JAILS and SUBSIDIARY JAILS of BRITISH INDIA during 1890 and 1891

3		4											5			6	
D		PREVIOUS OCCUPATIONS. Males.							Females.				Total.			Name of Province.	
Above 60.		A	B	C	D	E	F	G	H	I	J	K					
M.	F.	Persons employed under Government or Municipal or other local authorities.	Professional persons.	Persons in service or performing personal offices.	Persons engaged in agriculture and with animals.	Persons engaged in commerce and trade.	Persons employed in mechanical arts, manufactures, and engineering operations, etc.	Miscellaneous persons not classed otherwise.	Married.	Unmarried.	Widows.	Prostitutes.	M.	F.	Total.		
231	19	675	1,684	2,830	8,862	1,476	2,080	7,421	1,274	224	715	75	25,028	2,288	27,316	1890	Madras.
296	29	619	1,7[illegible]	3,160	10,722	1,742	2,086	8,269	1,275	187	847	68	28,963	2,377	31,340	1891	
78	5	470	262	1,897	7,987	1,342	901	2,204	494	37	205	50	15,063	786	15,849	1890	Bombay.
114	6	409	[illegible]	2,041	8,170	1,181	1,005	2,080	483	28	199	61	15,160	771	15,931	1891	
972	46	912	968	2,663	19,021	972	610	6,309	577	38	681	135	31,455	1,431	32,886	1890	Bengal.
1,054	36	949	767	2,705	21,282	954	468	6,424	488	45	597	135	33,549	1,265	34,814	1891	
681	39	754	3,411	2,616	24,684	748	366	8,080	2,081	80	894	71	41,568	3,126	44,694	1890	North-Western Provinces and Oudh.
881	69	777	3,601	2,825	26,144	511	232	10,190	2,627	87	967	92	44,283	3,773	48,056	1891	
431	8	388	58	1,716	12,196	660	1,013	4,306	460	24	123	20	20,346	627	20,973	1890	Punjab.
394	12	434	97	1,541	13,069	570	895	4,590	560	55	127	28	21,208	770	21,978	1891	
105	17	240	4	528	3,017	412	716	1,743	538	47	187	21	6,660	793	7,453	1890	Central Provinces.
92	8	233	6	612	2,907	338	695	1,740	539	34	207	5	6,531	785	7,316	1891	
118	6	910	357	343	5,789	1,460	408	3,726	361	24	52	7	13,002	447	13,449	1890	Burma.
142	15	878	200	505	5,872	1,668	549	4,248	474	36	73	24	13,920	607	14,527	1891	
37	3	121	28	860	1,922	63	74	200	228	10	35	4	3,268	277	3,545	1890	Assam.
32	1	110	26	1,079	1,891	95	118	161	173	7	53	4	3,480	237	3,717	1891	
2	...	3	8	...	68	7	...	141	8	...	6	1	*226	15	(a) 241	1890	Coorg.
1	...	14	11	...	47	7	...	133	10	4	6	1	212	21	(a) 233	1891	
9	...	83	7	130	531	155	70	338	70	1	24	16	1,314	111	1,425	1890	Hyderabad Assigned Districts.
11	2	94	4	239	691	187	81	217	67	7	64	25	1,513	163	1,676	1891	
2,664	143	4,565	6,787	13,583	84,077	7,304	6,238	35,377	6,113	475	2,913	400	†157,930	†9,901	167,831	1890	Total.
3,017	178	4,607	6,655	14,713	90,795	7,253	6,729	38,067	6,702	490	3,140	437	†168,819	†10,769	179,588	1891	

* This does not agree with the total of columns 4 A-G. owing to a discrepancy of 1 in the figures shown in the Coorg Report.

† These figures do not agree with the totals of column 3, Statement No. 2, owing to discrepancies in the figures for Assam.

(a) Inclusive of figures shown in column 5 of Statement No. 2.

No.

STATEMENT SHOWING the CONVICTS ADMITTED into the JAILS and SUBSIDIARY JAILS DECEMBER of those YEARS according to the

1			2											
			NUMBER ACCORDING TO											
			A		B		C		D		E		F	
NAME OF PROVINCE.			Not exceeding one month.		Above one month and not exceeding three months.		Above three months and not exceeding six months.		Above six months and not exceeding one year.		Above one year and not exceeding two years.		Above two years and not exceeding five years.	
			M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Madras	Admitted	1890	13,181	1,809	5,216	291	3,710	125	1,300	20	619	13	496	7
		1891	10,053	1,882	5,752	301	4,082	135	1,465	27	754	7	499	5
	Remaining on the 31st December.	1890	487	43	977	50	1,674	58	958	33	811	22	1,733	27
		1891	478	29	1,092	63	1,903	66	1,144	25	1,013	20	1,301	21
Bombay	Admitted	1890	5,361	401	3,192	102	2,834	121	1,890	31	866	15	471	10
		1891	5,584	420	2,072	167	3,011	96	1,742	45	858	11	534	16
	Remaining on the 31st December.	1890	217	26	404	20	1,005	37	1,221	23	1,161	26	1,240	38
		1891	239	18	507	34	1,101	47	1,163	27	1,200	20	1,270	36
Bengal	Admitted	1890	11,207	721	7,878	337	5,233	200	3,820	94	1,884	40	914	19
		1891	11,275	628	7,079	306	6,076	182	4,305	65	2,401	46	1,061	19
	Remaining on the 31st December.	1890	588	36	1,234	56	2,037	70	2,581	71	2,661	68	2,495	44
		1891	589	26	1,520	49	2,083	66	3,002	58	2,711	71	2,495	57
North-Western Provinces and Oudh.	Admitted	1890	13,337	1,531	7,813	751	6,835	424	6,278	180	4,299	125	1,852	52
		1891	14,709	1,872	7,565	877	7,567	508	7,022	229	4,619	170	1,647	61
	Remaining on the 31st December.	1890	727	64	1,529	137	2,815	203	4,777	158	5,833	173	4,027	117
		1891	511	52	1,135	141	3,253	210	5,280	195	6,343	209	4,415	137
Punjab	Admitted	1890	4,365	143	3,329	161	3,747	122	4,030	112	2,205	37	1,208	22
		1891	4,401	203	3,498	161	4,002	144	5,215	169	2,308	39	1,217	24
	Remaining on the 31st December.	1890	265	4	463	26	1,254	61	2,268	59	3,014	49	2,574	44
		1881	222	13	558	33	1,530	51	2,186	71	2,830	51	2,453	40
Central Provinces.	Admitted	1890	1,364	293	1,716	230	1,803	136	730	50	503	36	282	18
		1891	1,104	227	1,798	317	1,864	140	750	52	493	19	278	11
	Remaining on the 31st December.	1890	158	28	395	56	710	65	641	53	683	43	615	33
		1891	80	23	386	63	759	66	671	49	710	33	730	35
Burma	Admitted	1890	2,599	242	1,775	115	2,652	53	2,157	21	1,004	6	1,066	5
		1891	2,975	336	2,150	166	2,803	66	2,200	29	2,128	9	934	1
	Remaining on the 31st December.	1890	115	4	350	19	1,016	21	1,506	15	2,092	11	2,919	11
		1891	132	18	412	24	1,080	27	1,464	20	2,993	13	2,856	8
Assam	Admitted	1890	1,546	223	757	31	385	11	284	7	161	2	86	1
		1891	1,633	192	816	27	406	10	261	4	206	2	64	...
	Remaining on the 31st December.	1890	75	10	174	8	126	5	210	6	189	3	188	2
		1891	85	12	142	5	135	1	189	4	178	2	266	6
Coorg	Admitted	1890	66	6	48	5	58	4	6	...	8	...	3	...
		1891	67	10	94	8	38	1	5	...	3	...	1	...
	Remaining on the 31st December.	1890	3	2	8	3	23	1	4	...	10	...	19	1
		1891	1	...	19	1	9	...	12	...	9	...	13	...
Hyderabad Assigned Districts	Admitted	1890	460	57	243	25	274	18	130	3	111	2	51	5
		1891	486	76	230	30	273	23	148	11	120	13	105	3
	Remaining on the 31st December.	1890	32	5	43	5	125	6	114	3	171	3	204	6
		1891	26	9	50	6	125	10	127	10	167	14	228	8
TOTAL	Admitted	1890	53,584	5,425	31,967	2,147	27,611	1,214	21,567	527	12,680	285	6,429	139
		1891	53,407	5,846	32,554	2,360	30,222	1,311	23,177	634	13,980	316	6,339	140
	Remaining on the 31st December.	1890	2,667	222	5,617	389	10,824	530	14,289	421	17,526	398	15,523	323
		1891	2,393	200	5,821	409	12,586	544	15,238	459	18,154	433	16,033	348

4.

of BRITISH INDIA during the YEARS 1890 and 1891 and THOSE REMAINING on the 31st NATURE and LENGTH of SENTENCE.

LENGTH OF SENTENCE.

G. Above five years and not exceeding ten years.		H. Exceeding ten years.		I. Sentenced to transportation beyond seas. A. For life.		I. B. For a term.		J. Sentenced to death.		Total.				Name of Province.	
M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	Total.			
122	2	19	...	[illegible]	8	6.	...	58	4	25,028	2,288	27,316	1890	Admitted	Madras.
126	1	4	...	133	13	22	2	[illegible]	4	28,963	2,377	31,340	1891	Admitted	Madras.
864	33	86	1	537	20	518	1	11	1	8,106	289	8,395	1890	Remaining on the 31st December.	Madras.
898	27	57	1	422	19	519	2	*23	1	8,850	274	9,124	1891	Remaining on the 31st December.	Madras.
125	3	8	...	142	9	102	2	55	2	15,063	786	15,849	1890	Admitted	Bombay.
226	1	14	...	118	7	46	1	55	4	15,160	771	15,931	1891	Admitted	Bombay.
432	11	49	...	403	20	288	16	3	...	6,613	235	6,848	1890	Remaining on the 31st December.	Bombay.
587	9	50	1	430	31	308	14	2	...	6,877	237	7,114	1891	Remaining on the 31st December.	Bombay.
224	1	3	...	131	13	59	1	36	6	31,455	1,431	32,886	1890	Admitted	Bengal.
319	5	7	...	125	12	89	1	53	1	33,549	1,265	34,814	1891	Admitted	Bengal.
1,354	19	105	...	379	14	263	1	4	...	13,651	385	14,036	1890	Remaining on the 31st December.	Bengal.
1,235	20	112	...	391	8	327	5	4	...	15,069	360	15,429	1891	Remaining on the 31st December.	Bengal.
423	11	22	...	387	20	199	6	123	7	41,568	3,126	44,694	1890	Admitted	North-Western Provinces and Oudh.
469	6	26	...	314	36	221	5	124	9	44,283	3,773	48,056	1891	Admitted	North-Western Provinces and Oudh.
1,7?6	71	222	14	1,715	66	815	32	26	1	23,862	1,042	24,904	1890	Remaining on the 31st December.	North-Western Provinces and Oudh.
2,532	70	172	11	1,180	70	800	40	23	5	25,740	1,146	26,886	1891	Remaining on the 31st December.	North-Western Provinces and Oudh.
242	5	6	...	100	20	25	1	99	4	20,346	627	20,973	1890	Admitted	Punjab.
180	10	6	...	92	15	30	3	103	2	21,208	770	21,978	1891	Admitted	Punjab.
1,043	43	105	...	205	31	102	15	54	2	11,353	334	11,687	1890	Remaining on the 31st December.	Punjab.
1,091	43	109	...	188	24	119	13	25	...	11,311	339	11,650	1891	Remaining on the 31st December.	Punjab.
101	12	4	...	37	6	77	1	34	3	6,660	793	7,453	1890	Admitted	Central Provinces.
105	2	3	...	48	6	46	2	30	3	6,531	785	7,316	1891	Admitted	Central Provinces.
346	24	139	...	236	13	178	1	5	1	4,115	317	4,432	1890	Remaining on the 31st December.	Central Provinces.
374	25	116	2	228	9	191	1	2	...	4,247	306	4,553	1891	Remaining on the 31st December.	Central Provinces.
254	...	14	...	200	...	270	3	111	2	13,002	447	13,449	1890	Admitted	Burma.
195	...	22	...	136	...	302	...	75	...	13,920	607	14,527	1891	Admitted	Burma.
1,009	7	114	...	330	...	388	...	16	...	10,755	88	10,843	1890	Remaining on the 31st December.	Burma.
1,157	2	104	...	325	...	521	3	13	...	11,057	115	11,172	1891	Remaining on the 31st December.	Burma.
16	...	...	...	13	2	17	...	3	...	3,268	277	3,545	1890	Admitted	Assam.
14	2	...	...	8	...	10	...	2	...	3,180	237	3,417	1891	Admitted	Assam.
93	2	11	...	12	2	18	...	2	...	1,057	38	1,095	1890	Remaining on the 31st December.	Assam.
182	3	17	...	11	1	23	...	...	...	1,228	31	1,262	1891	Remaining on the 31st December.	Assam.
1	...	...	...	4	...	...	...	2	...	226	15	(a)241	1890	Admitted	Coorg.
1	2	...	...	3	...	...	...	...	...	212	21	(a)233	1891	Admitted	Coorg.
11	1	1	...	3	...	...	...	1	...	83	8	91	1890	Remaining on the 31st December.	Coorg.
10	3	1	...	1	...	...	...	...	...	75	4	79	1891	Remaining on the 31st December.	Coorg.
22	...	...	...	5	...	3	...	6	1	1,314	111	1,425	1890	Admitted	Hyderabad Assigned Districts.
105	1	11	...	29	6	1	...	5	...	1,513	163	1,676	1891	Admitted	Hyderabad Assigned Districts.
162	3	19	...	15	...	2	...	1	1	888	32	920	1890	Remaining on the 31st December.	Hyderabad Assigned Districts.
232	3	29	...	38	5	3	1	1	...	1,026	66	1,092	1891	Remaining on the 31st December.	Hyderabad Assigned Districts.
1,530	34	76	...	1,145	87	814	14	527	29	*157,930	*9,901	167,831	1890	Admitted	TOTAL.
1,740	30	93	...	1,006	95	773	14	528	23	*168,819	*10,769	179,588	1891	Admitted	TOTAL.
7,116	214	851	15	3,375	175	2,572	66	123	6	80,483	2,768	83,251	1890	Remaining on the 31st December.	TOTAL.
8,298	205	767	15	3,220	173	2,877	79	93	6	85,480	2,881	88,361	1891	Remaining on the 31st December.	TOTAL.

(a) Inclusive of figures shown in column 5 of Statement No. 2.
* *Vide* footnote to Statement No. 3.

No.

STATEMENT SHOWING the CONVICTS admitted into the JAILS of BRITISH

1		2			3								
Name of Province.		Number admitted during the year.			Number previously convicted.								
					A		B		C		D		
					Once.		Twice.		More than twice.		Total.		
		M.	F.	Total.	M.	F.	M.	F.	M.	F	M.	F.	Total.
Madras	1890	25,028	2,288	27,316	1,345	69	409	14	363	8	2,119	91	2,210
	1891	28,963	2,377	31,340	1,437	56	406	17	341	2	2,184	75	2,259
Bombay	1890	15,063	786	15,849	1,340	39	439	9	588	15	2,367	63	2,430
	1891	15,160	771	15,931	1,283	31	423	10	626	20	2,332	61	2,393
Bengal	1890	31,455	1,431	32,886	2,384	69	523	10	340	5	3,247	84	3,331
	1891	33,549	1,265	34,814	2,252	53	548	10	355	8	3,155	71	3,226
North-Western Provinces and Oudh.	1890	41,568	3,126	44,694	3,127	148	1,032	31	743	42	4,902	221	5,123
	1891	44,283	3,773	48,056	3,244	150	1,139	44	820	33	5,203	227	5,430
Punjab	1890	20,346	627	20,973	1,808	19	686	7	554	9	3,048	35	3,083
	1891	21,208	770	21,978	1,885	30	665	8	575	8	3,125	46	3,171
Central Provinces	1890	6,660	793	7,453	650	41	227	27	186	13	1,063	81	1,144
	1891	6,531	785	7,316	669	46	214	13	148	14	1,031	73	1,104
Burma	1890	13,002	447	13,449	1,749	7	535	4	309	...	2,593	11	2,604
	1891	13,920	607	14,527	1,814	16	541	4	272	2	2,627	22	2,649
Assam	1890	3,268	277	3,545	291	21	38	2	14	3	343	26	369
	1891	3,480	237	3,717	237	8	55	2	20	...	312	10	322
Coorg	1890	226	15	(a) 241	13	1	3	...	3	...	19	1	20
	1891	212	21	(a) 233	5	...	...	...	...	...	5	...	5
Hyderabad Assigned Districts	1890	1,314	111	1,425	121	6	54	5	57	1	232	12	244
	1891	1,513	163	1,676	146	4	37	3	53	1	236	8	244
Total	1890	*157,930	*9,901	167,831	12,828	420	3,946	109	3,159	96	19,933	625	20,558
	1891	*168,819	*10,769	179,588	12,972	394	4,028	111	3,210	88	20,210	593	20,803

(a) Inclusive of figures shown in column 5 of Statement No. 2.

* *Vide* footnote to Statement No. 3.

5.

INDIA during the YEARS 1890 and 1891 who had been PREVIOUSLY CONVICTED.

4			5							
RATIO PER CENT. OF NUMBER PREVIOUSLY CONVICTED TO NUMBER ADMITTED DURING THE YEAR (COLUMN 3D TO COLUMN 2).			JUVENILE PRISONERS UNDER 16 YEARS OF AGE (SECTION 399 OF THE CRIMINAL PROCEDURE CODE).							NAME OF PROVINCE.
			A			B				
			Number admitted during the year.			Number previously convicted.				
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.		
8·46	3·97	8·09	385	71	456	40	4	44	1890	Madras.
7·54	3·15	7·20	453	68	521	28	3	31	1891	
15·71	8·01	15·33	134	27	161	8	...	8	1890	Bombay.
15·38	7·91	15·02	105	18	123	5	...	5	1891	
10·32	5·87	10·12	328	46	374	26	2	28	1890	Bengal.
9·40	5·61	9·26	338	33	371	18	1	19	1891	
11·79	7·06	11·46	355	66	421	57	2	59	1890	North-Western Provinces and Oudh.
11·74	6·01	11·29	315	99	414	43	...	43	1891	
14·98	5·58	14·69	277	7	284	32	...	32	1890	Punjab.
14·73	5·97	14·42	294	22	316	21	...	21	1891	
15·96	10·21	15·34	159	47	206	22	...	22	1890	Central Provinces.
15·78	9·29	15·09	145	51	196	26	2	28	1891	
19·94	2·46	19·36	109	8	117	18	...	18	1890	Burma.
18·87	3·62	18·23	108	13	121	19	...	19	1891	
10·49	9·38	10·40	9	4	13	...	1	1	1890	Assam.
8·96	4·21	8·66	6	2	8	2	1	3	1891	
8·40	6·66	8·29	10	...	10	2	...	2	1890	Coorg.
2·35	...	2·14	5	...	5	...	...	...	1891	
17·65	10·81	17·12	5	4	9	1	...	1	1890	Hyderabad Assigned Districts.
15·59	4·90	14·55	15	1	16	5	...	5	1891	
12·62	6·31	12·24	1,771*	280	2,051	206	9	215	1890	TOTAL.
11·97	5·50	11·58	1,784	307	2,091	167	7	174	1891	

* This does not agree with the total of column 3A, Males, Statement No. 3, owing to discrepancies in the figures for Coorg and the Hyderabad Assigned Districts.

No.

STATEMENT SHOWING the EMPLOYMENT of CONVICTS in the JAILS and

1		2	3	4	5						
						A	AVERAGE NUMBER				
							On prison duties.				
							B	C	D	E	F
Name of Province.		Average number of convicts not sanctioned to labour.	Average number under sentence of labour on working days.	Average number sick.	Average number convalescent and infirm. *	On unremunerative labour.	Prison officers.	Prison servants.	Gardening.	Employed in preparing articles for use or consumption in jails, e.g., wheat-grinding, manufacturing of prison clothing, etc.	Jail repairs.
Madras	1890	144·82	7,358·81	211·11	374·33	...	547·92	728·59	949·19	1,453·13	466·51
	1891	183·75	7,966·37	204·11	331·38	...	609·55	751·18	988·59	1,602·89	481·55
Bombay	1890	79	6,928	207	295	358	299	601	458	858	202
	1891	97	6,864	191	288	372	304	644	450	883	204
Bengal	1890	173·85	13,241·19	574·42	1,336·31	490·87	787·58	1,318·75	1,110·09	891·30	173·58
	1891	181·33	14,230·51	607·06	1,284·83	728·91	818·08	1,523·02	1,290·44	956·96	199·64
North-Western Provinces and Oudh.	1890	251·18	23,150·89	846·80	2,018·91	16·22	592·23	2,477·03	1,331·35	3,540·33	1,841·85
	1891	261·43	25,839·06	889·17	2,364·09	67·95	628·30	2,781·56	1,346·93	4,091·18	1,916·80
Punjab	1890	184	11,601	569	1,616	...	414	1,197	633	2,639	273
	1891	153	11,431	476	1,896	...	427	1,149	577	2,383	278
Central Provinces	1890	28·35	4,205·30	139·65	340·29	84·37	213·60	406·10	214·58	378·98	163·35
	1891	24·99	4,391·85	131·59	403·21	83·72	205·32	434·90	225·78	477·00	161·47
Burma	1890	116	8,652	418	199	379	931	868	513	593	144
	1891	126	8,707	386	253	250	743	928	534	695	167
Assam	1890	7·72	1,311·04	70·64	62·91	·43	88·62	120·88	88·08	88·07	30·06
	1891	7·26	1,201·01	88·50	70·55	·55	86·18	118·22	85·86	84·77	31·46
Coorg	1890	·81	65·68	6·09	·15	...	2·18	11·20	2·24	5·31	4·57
	1891	·43	66·53	4·57	...	...	2·08	10·83	2·75	5·99	3·08
Hyderabad Assigned Districts.	1890	13·43	833·51	20·18	24·19	4·76	54·74	92·39	97·57	114·83	13·67
	1891	15·36	852·34	13·32	21·96	3·90	52·29	93·96	95·36	126·88	11·28
Total	1890	999·16	† 77,347·42	3,062·89	6,267·09	1,333·65	3,930·87	7,820·94	5,397·10	10,561·95	3,312·59
	1891	1,050·55	‡ 81,549·67	2,991·32	6,913·02	1,507·03	3,875·80	8,434·67	5,596·71	11,306·67	3,454·28

* Excludes an average of 34·5 prisoners located in the cholera camp attached to the Lucknow Central Prison.
† This does not agree with the total of columns 4—6 owing to discrepancies in the figures for Punjab, Burma, and Coorg.
‡ This does not agree with the total of columns 4 - 6 owing to discrepancies in the figures for Punjab, Central Provinces, Burma, Assam, and Coorg.

6.

SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1890 and 1891.

6								7			8	
EMPLOYED.				K	L			Ratio per cent. on number under sentence of labour (column 3) of those employed as			Name of Province.	
On Jail Buildings.					Public Works.							
Additions and alterations.		New jails.										
G	H	I	J									
Under Superintendent.	Under Public Works Department.	Under Superintendent.	Under Public Works Department.	Manufactures.	Public Works jails.	Other extramural labour.	Number of prisoners hired out to Municipalities, private individuals, or Departments other than the Public Works Department.	Prison officers (6 B).	Prison servants (6 C).	On manufactures (6 K).		
303·05	38·09	·14	...	2,275·44	...	2·63	8·68	7·44	9·90	30·92	1890	Madras.
201·34	35·82	...	...	2,671·79	...	79·60	8·57	7·65	9·42	33·53	1891	
63	5	...	17	2,040	769	575	181	4·31	8·67	29·44	1890	Bombay.
68	...	...	79	2,113	666	385	217	4·42	9·38	30·78	1891	
969·01	174·93	16·45	...	5,347·01	...	...	50·89	5·94	9·95	40·38	1890	Bengal.
618·01	70·14	19·48	65·94	5,990·60	...	...	56·50	5·74	10·70	42·09	1891	
1,125·47	...	455·18	...	8,795·01	...	30·94	79·57	2·55	10·69	37·98	1890	North-Western Provinces and Oudh.
1,169·74	0·33	569·53	...	9,913·30	...	30·00	70·18	2·43	10·76	38·36	1891	
202	134	...	...	5,080	363	...	...	3·56	10·31	43·78	1890	Punjab.
502	323	...	161	4,473	514	...	...	3·73	10·05	39·13	1891	
117·41	84·19	...	1·37	2,060·43	0·98		...	5·07	9·65	48·99	1890	Central Provinces.
96·06	99·90	...	...	2,071·10	1·80		987	4·67	9·90	47·15	1891	
23	893	...	...	4,002	...	154	152	10·76	10·03	46·25	1890	Burma.
56	825	...	...	4,165	...	142	202	8·53	10·65	47·83	1891	
22·38	·26	...	...	143·24	200·48		394·99	6·75	9·22	10·92	1890	Assam.
15·51	11·80	2·81	...	107·79	189·93		307·07	7·17	9·84	8·97	1891	
...	...	...	...	43·12	...	...	433	3·31	17·05	65·65	1890	Coorg.
...	...	...	...	44·54	...	...	709	3·12	16·27	66·94	1891	
67·67	23·95	...	...	280·97	19·83		18·76	6·56	11·08	33·70	1890	Hyderabad Assigned Districts.
55·23	8·03	...	...	353·86	4·79		11·48	6·13	11·02	41·51	1891	
2,892·99	1,353·42	471·77	18·37	30,067·22	1,132·00	762·57	1,318·89	5·08	10·11	38·87	1890	Total.
					221·29							
2,782·79	1,374·02	591·82	305·94	31,903·98	1·180·09	636·60	2,568·80	4·75	10·34	39·12	1891	
					196·52							

No.

STATEMENT SHOWING the OFFENCES COMMITTED by the CONVICTS and the PUNISH

during the YEARS

1		2			3			4									5		
								BREACHES OF JAIL RULES											
NAME OF PROVINCE.		Daily average number of convicts			Criminal offences			Smoking or having possession of forbidden articles			Offences relating to work			Other offences against prison discipline			Total offences		
		M	F	Total	M	F	Total	M	F	Total	M.	F	Total	M	F	Total	M	F	Total
Madras	1890	7,678 05	275 80	7 953 85	29		29	827	7	834	1,074	15	1 0 9	1,335	29	1,364	3,265	51	3,316
	1891	8 3 9 54	2 0 77	8,380 61	40		40	739	5	744	1,284	11	1,295	1,431	38	1,469	3,494	54	3,548
Bombay	1890	6 782	2 6	7,018	34		34	677	6	6 3	2,685	29	2,7 4	963	5	1,013	4,3 9	85	4,444
	1891	6 755	221	6 976	24		24	7 3	2	715	1 847	30	1,877	1,203	59	1,262	3,777	91	3 868
Bengal	1890	13,073 01	373 78	13,446 79	29	2	31	2 329	29	2,358	13 246	322	13,568	9,429	314	9,743	25 033	667	25,700
	1891	14 077 10	371 44	14 448 54	38	1	39	2 7 4	24	2,748	12 659	147	12,806	10,529	337	10,866	25,950	509	26,459
North Western Provinces and Oudh	1890	22 491 75	909 25	23 403	50		5	1,410	6	1,4 6	2 774	65	2 839	3 595	118	3 713	7,829	189	8,018
	1891	24 971 50	1,155 00	26,126 50	34		34	1,469	6	1,475	3,869	96	3,965	4,912	145	5,061	10,284	250	10,534
Punjab	1890	11,445	343	11,788	76		76	1,531	6	1,539	17,383	61	18 001	4,272	63	4,335	23 264	687	23,951
	1891	11,249	346	11,595	91	4	95	1,943	7	1 9 0	16 886	292	17,179	4,360	79	4 43	23 280	382	23,662
Central Provinces	1890	3,987 89	267 51	4 255 40	13-	2	134	29	10	300	1, 39	61	1 90	1 089	97	1,186	3 346	169	3,515
	1891	4,151 10	299 98	4 15 08	75	2	7	4	10	435	1 789	52	1,832	1,3 3	113	1,466	3,683	184	3,867
Burma	1890	10 775	86	10,861	39		39	3,20	2	3, 69	10 573		10,573	10,469	26	10 495	24,346	29	24,375
	1891	10,964	100	11,064	100	1	101	3,7 7		3,7 7	9,575	8	9,584	12,501	35	12,536	25,894	44	25,938
Assam	1890	1,293 84	33·49	1,327 33	41		41	192		192	732	15	747	295	11	306	1,260	26	1,286
	1891	1,186 95	30 61	1,217 56	55		55	150	1	151	697	3	700	267	5	272	1, 69	9	1 178
Coorg	1890	80 42	4 71	8 6		.	.	12	1	13	9		9	18	2	20	39	3	42
	1891	80 55	4 94	85 49				11		11	5		5	18		18	34	..	34
Hyderabad Assigned Districts	1890	931 08	29 71	960 79	6		6	83		83	1 8	5	163	245	2	247	492	7	499
	1891	947 10	44 62	991 72	18		18	98	...	98	1 6	1	167	222	8	230	504	9	513
TOTAL	1890	78,540 04	2,649 28	81,189 32	436	4	440	10,618	63	10,686	50,469	1,129	51,598	31,710	712	32,422	93,233	1,013	95,246
	1891	82,702 14	2,834·36	85,536 50	475	8	483	12,029	55	12,084	48,769	647	49,416	36,796	822	37,618	98,069	1,538	99,601

7.

MENTS INFLICTED on THEM in the JAILS and SUBSIDIARY JAILS in BRITISH INDIA 1890 and 1891.

6																	7	8	9
PUNISHMENTS INFLICTED.																	Ratio per cent. of total punishments to daily average number of convicts (column 6 C to column 2).	Ratio of column 6d to the total number of other jail punishments inflicted on male prisoners.	NAME OF PROVINCE.
A			B—BY JAIL OFFICERS.													C			
By criminal courts.			*a* Solitary confinement.			*b* Reduced diet.			*c* Solitary confinement with reduced diet.			*d* Corporal punishment.	*e* Other punishments.			Total punishments.			
M.	F.	Total.	M.	F.	Total.	M.	F.	Total	M.	F.	Total.		M.	F.	Total.				
29	...	29	...	...	...	1,663	29	1,692	444	6	450	40	1,089	16	1,105	3,316	41·69	1·25	1890 } Madras.
39	...	39	...	...	...	1,668	37	1,705	450	2	452	69	1,268	15	1,283	3,548	41·34	2·03	1891
34	...	34	15	1	16	32	1	33	796	17	813	108	3,374	66	3,440	4,444	63·32	2·56	1890 } Bombay.
24	...	24	16	1	17	41	1	42	716	13	729	108	2,872	76	2,948	3,868	55·44	2·96	1891
25	3	28	1,215	55	1,27[illegible]	380	50	430	122	12	134	259	23,028	548	23,576	25,697	191·10	1·04	1890 } Bengal.
36	1	37	1,217	59	1,276	649	89	738	151	13	168	291	23,599	347	23,946	26,456	183·10	1·13	1891
50	...	50	1,513	43	1,556	1,220	46	1,266	1,332	47	1,379	524	3,190	53	3,243	8,018	34·12	7·22	1890 } North-Western Provinces and Oudh.
34	...	34	1,910	51	1,961	1,302	83	1,385	1,958	42	2,000	586	4,494	74	4,568	10,534	40·31	6·06	1891
112	1	113	4,458	86	4,544	663	4	667	1,253	33	1,286	416	*16,362	*563	*16,925	23,951	203·18	1·82	1890 } Punjab.
151	4	155	5,863	85	5,948	240	5	245	1,571	16	1,587	356	*15,091	*271	*15,362	23,653	203·90	1·56	1891
132	2	134	181	17	19[illegible]	419	69	488	281	9	290	220	2,117	68	2,185	3,515	82·65	7·33	1890 } Central Provinces.
75	2	77	193	23	216	3[illegible]0	02	443	692	27	719	219	2,123	71	2,194	3,867	86·87	6·46	1891
39	...	39	552	1	553	6,257	7	6,264	2,567	13	2,580	499	14,432	8	14,440	24,375	234·42	2·00	1890 } Burma.
100	1	101	254	..	264	6,295	11	6,306	3,023	16	3,039	77	15,845	16	15,861	25,938	234·43	1·48	1891
33	...	33	27	1	28	9	...	9	4	...	4	82	1,098	25	1,123	1,27[illegible]	16·35	7·20	1890 } Assam.
43	...	43	17	...	17	26	2	28	6	...	6	83	986	7	993	1,169	16·01	7·92	1891
...	...	...	11	2	13	5	...	5	...	...	...	2	*21	1	*22	42	49·31	5·40	1890 } Coorg.
...	...	...	9	...	9	7	...	7	..	...	...	1	*17	..	*17	34	39·77	3·03	1891
6	...	6	16	..	16	31	...	31	149	...	149	28	262	7	269	499	51·03	6·11	1890 } Hyderabad Assigned Districts.
18	...	18	14	5	19	20	1	21	119	...	119	19	312	3	315	511	51·52	4·08	1891
460	6	465	7,98[illegible]	206	8,194	10,679	205	10,8[illegible]5	6,94[illegible]	137	7,085	2,178	64,973	1,355	66,328	95,136	117·17	2·40	1890 } TOTAL.
520	8	528	9,503	224	9,727	10,618	291	10,909	8,690	129	8,819	2,108	66,607	880	67,487	90,578	116·41	2·20	1891

* Inclusive of formal warnings.

K

No.

STATEMENT SHOWING the EXPENDITURE in GUARDING and MAINTAINING during the YEARS 1890 and 1891 (excluding the cost of BUILDING NEW

1		2				3		4		5	
Name of Province.		Daily average number of prisoners.				Rations.		Establishments.		Police guards.	
						A	B	A	B	A	B
		Convicts.	Under-trial.	Civil.	Total.	Total cost.	Cost per head of daily average strength, excluding civil prisoners.	Total cost.	Cost per head of daily average strength.	Total cost.	Cost per head of daily average strength.
						Rs.	Rs. A. P.	Rs.	Rs. A. P.	Rs.	Rs. A. P.
Madras	1890	7,953·8	827·25	149·52	8,930·62	2,45,132	27 14 7	2,75,532	30 13 7	*	*
	1891	‡8,659·8	1,042·60	117·04	‡9,819·48	2,69,770	27 13 8	2,68,882	27 6 11	*	*
Bombay	1890	7,018	7·7	...	7,815	2,19,357	28 1 1	1,86,833	23 14 6	39,166	5 0 2
	1891	6,976	823	...	7,799	2,11,661	27 2 2	1,84,247	23 9 11	37,411	4 12 9
Bengal	1890	13,446·7[illegible]	,259·44	71·17	14,777·40	3,54,257	24 1 5	4,40,777	29 13 2	*	*
	1891	14,448·5	[illegible],390·24	76·[illegible]9	(c) 15,915·17	3,63,690	22 15 4	4,47,212	28 1 7	*	*
North-Western Provinces and Oudh.	1890	23,493	,848·10	115	25,456·10	4,88,846	19 4 7	3,58,232	14 1 1	1,12,396	4 6 7
	1891	26,126·5[illegible]	[illegible],93·51	114·56	28,234·67	6,05,552	21 8 6	3,55,452	12 9 5	(c) 1,14,062	4 0 7
Punjab (b)	1890	11,788	576	56	12,420	2,49,752	20 3 2	2,68,385	21 9 8	76,937	6 3 1
	1891	11,595	616	50	12,261	3,00,983	24 10 4	2,70,456	22 0 11	77,122	6 4 7
Central Provinces	1890	4,255·4[illegible]	182·48	12·58	4,450·46	1,15,359	25 15 10	90,454	20 5 2	9,374	2 1 8
	1891	4,451·0[illegible]	214·12	9·51	4,674·71	1,16,883	25 0 10	98,300	21 0 5	§	§
Burma	1890	10,861	421	14	11,296	4,03,847	35 12 8	2,64,193	23 6 2	*	*
	1891	11,064	372	17	11,453	3,68,431	32 3 5	2,64,011	23 0 9	*	*
Assam†	1890	1,300·63	100·09	4·56	1,405·28	50,507	36 0 11	22,701	16 2 5	22,821	16 3 9
	1801	1,127·80	116·77	3·08	1,247·65	42,015	33 12 1	21,046	16 13 10	19,500	15 10 0
Coorg	1890	85·16	20·91	1·73	107·80	4,752	44 12 9	2,427	22 8 2	1,572	14 9 3
	1891	85·49	13·22	1·24	99·95	4,662	47 3 8	2,462	24 10 1	1,460	14 9 8
Hyderabad Assigned Districts (b).	1890	960·01	(d) 28·56	1·63	990·20	26,058	26 5 8	25,283	25 8 6	9,291	9 6 1
	1891	990·94	69·14	1·94	1,062·02	27,036	25 8 0	25,723	24 3 6	7,341	6 14 7
Total	1890	81,161·84	6,060·83	426·19	87,648·86	21,57,867	24 11 10	19,34,817	22 1 2	2,71,557	3 1 6
	1891	85,525·19	6,650·70	3[illegible]0·76	92,566·65	23,10,683	25 1 1	19,37,791	20 14 11	2,56,896	2 12 4

* The jails in Madras, Bengal, and Burma are guarded by warder guards.
† Excluding the cost of convicts in the North Lushai Hills P. W. Jail
‡ In calculating the cost per head, the average strength of the Criminal Leper Ward (18·77) is excluded, the charges of this institution not having been adjusted during the year.
§ Reserve warder guards were substituted for Police guards in district jails on the 1st November.

8.

the PRISONERS in the JAILS and SUBSIDIARY JAILS of BRITISH INDIA
JAILS, of ADDITIONS, ALTERATIONS, or REPAIRS)

6			7		8		9	10		
HOSPITAL CHARGES.			CLOTHING		CONTINGENCIES					
A	B	C	A	B	A	B				
Total cost	Cost per head of daily average strength	Cost per head of daily average number sick	Total cost	Cost per head of daily average strength excluding civil prisoners	Total cost	Cost per head of daily average strength	Grand total expended	Total cost per head of daily average strength		NAME OF PROVINCE
Rs	Rs A P	Rs A P	Rs	Rs A P	Rs	Rs A P	Rs	Rs A P		
14,069	1 9 2	64 12 11	28 703	3 4 3	82 183	9 3 2	6 45 618	72 4 8	1890	Madras.
12 806	1 4 10	61 4 11	4 012	2 9 1	86 845	8 13 9	6 63 215	67 10 8	1891	
12 174	1 8 11	57 10 11	18 237	2 5 4	19 741	0 5 10	5 25 508	67 3 10	1890	Bombay.
12 162	1 8 11	61 13 2	22 110	2 13 4	56 [illegible]17	7 2 11	5 23 008	67 2 2	1891	
47 766	3 3 8	82 4 6	51 257	3 11 0	1 47 721	9 15 11	10 41 778	70 11 2	1890	Bengal
49 155	3 1 5	80 9 4	55 830	3 8 4	1,60,[illegible]	1[illegible] 7 8	10 62 663	68 0 5	1891	
28 190	1 1 8	30 8 10	62 173	[illegible] 7 3	44 [illegible]	1 12 3	(a) 10 94 819	43 0 1	1890	North Western Provinces and Oudh
34 911	1 3 0	36 1 2	65 [illegible]81	2 6 11	51[illegible]	1 14 7	(c) 12 32 588	43 10 5	1891	
29 775	2 0 4	51 5 4	15 [illegible]58	3 11 1	46 437	[illegible] 11 9	7 16 914	57 11 7	1890	Punjab (b)
25,407	2 1 1	5[illegible] 2 8	11 1 7	3 9 9	6[illegible] 438	4 14 1[illegible]	7 78 533	63 7 11	1891	
7,207	1 9 10	51 13 0	1 [illegible]9	4 14 11	[illegible]1 077	4 15 0	[illegible]	59 13 2	1890	Central Provinces
6 627	1 6 8	51 0 4	[illegible]5 [illegible]1	5 7 5	21 33[illegible]	5 3 3	2 71 [illegible]57	55 1 0	1891	
24,629	2 2 10	57 8 8	37 49	3 5	65 418	5 12 0	7 95 477	70 6 8	1890	Burma
25,468	2 [illegible] 6	64 10 [illegible]	[illegible]1 55[illegible]	[illegible] 12 1	55 547	4 14 [illegible]	7 15 309	65 1 [illegible]	1891	
2,269	1 9 10	28 13 0	[illegible]	1 5 1	6 [illegible]87	4 12 1	1 11 030	79 0 2	1890	Assam †
3,279	2 10 0	29 14 7	7 9[illegible]	0 5 6	7 316	5 13 9	1 01 057	8[illegible] 15 11	1891	
402	3 11 7	66 0 1	649	0 1 10	808	9 5 [illegible]	10 700	99 4 1	1890	Coorg
394	3 15 0	86 5	505	5 1 10	636	6 5 9	10 119	101 3 10	1891	
1,440	1 7 3	70 11 7	3 901	3 15 1	4 171	4 3 4	70 114	70 13 4	1890	Hyderabad Assigned Districts (b)
1,321	1 3 10	94 1 4	2 918	2 12 9	4 887	4 9 7	69 276	65 3 8	1891	
1,67,921	1 14 7	52 12 0	2 70,011	3 3 2	4 70 115	5 5 0	52 81 288	60 4 0	1890	TOTAL
1,71,560	1 13 7	54 15 1	2 83 904	3 1 3	5 17 211	5 9 4	51 78 045	59 2 10	1891	

(a) Including the cost of under trial prisoners in lock ups.
(b) For central and district jails only. The cost of lock ups in the Punjab amounted to Rs [illegible]0,134 and Rs 32,347 during 1890 and 1891 respectively.
(c) Excluding an average of [illegible] State prisoners confined in the jails of Bengal during the year.
(d) Inclusive of 0·33 lunatics in the Akola Central Jail.
(e) Excludes Rs. 125 on account of pay of warder guard from September to December 1891.

No.

STATEMENT SHOWING the NET COST of PRISONERS in the JAILS

1		2			3			4		
NAME OF PROVINCE		Total cost of maintenance (column 9, Statement 8)			Average cost of maintenance per head (column 10, Statement 8)			Total cash earnings.		
		Rs.	A	P	Rs	A	P	Rs	A.	P.
Madras	1890	6,45,618	0	0	72	4	8	49,493	6	0
	1891	6,63,215	0	0	67	10	8	66,269	1	0
Bombay	1890	5,25,508	0	0	67	3	10	1,38,570	11	0
	1891	5,23,608	0	0	67	2	2	1,46,080	6	0
Bengal	1890	10,44,778	0	0	70	11	2	1,50,842	4	0
	1891	10,82,683	0	0	66	0	5	3,14,020	-	0
North-Western Provinces and Oudh	1890	10,94,819	0	0	43	0	1	1,10,098	8	0
	1891	12,32,588	0	0	43	10	5	1,70,211	0	0
Punjab	1890	7,16,944	0	0	57	11	7	1,06,749	9	0
	1891	7,78,533	0	0	63	7	11	2,06,163	13	0
Central Provinces	1890	2,66,261	0	0	59	13	2	82,379	11	0
	1891	2,71,657	0	0	58	1	9	96,247	5	0
Burma	1890	7,95,477	0	0	70	6	8	3,11,524	2	0
	1891	7,45,309	0	0	65	1	2	3,22,733	0	0
Assam	1890	1,11,039	0	0	79	0	2	3[illegible],126	3	0
	1891	1,01,057	0	0	80	15	11	28,547	10	0
Coorg	1890	10,700	0	0	99	4	1	5,087	12	0
	1891	10,119	0	0	101	3	10	5,436	1	0
Hyderabad Assigned Districts	1890	70,144	0	0	70	13	4	19,166	11	0
	1891	69,276	0	0	65	3	8	13,620	2	0
TOTAL	1890	52,81,288	0	0	60	4	0	10,09,038	13	0
	1891	54,78,045	0	0	59	2	10	13,71,328	13	0

9.

and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1890 and 1891.

5	6	7		
Average cash earnings per head of average strength.	Net cost to Government (column 2, minus column 4).	Average net cost per head of average strength (column 3, minus column 5).		NAME OF PROVINCE.
Rs. A. P.	Rs. A. P.	Rs. A. P.		
5 8 8	5,96,124 10 0	66 12 0	1890	Madras.
6 12 2	5,96,945 15 0	60 14 6	1891	
17 11 8	3,86,937 5 0	49 8 2	1890	Bombay.
18 11 8	3,77,527 10 0	48 6 6	1891	
10 3 3	8,93,935 12 0	60 7 11	1890	Bengal.
19 11 8	7,68,662 9 0	48 4 9	1891	
4 5 2	9,84,720 8 0	38 10 11	1890	North-Western Provinces and Oudh.
6 0 5	10,62,377 0 0	37 10 0	1891	
8 9 6	6,10,194 7 0	49 2 1	1890	Punjab.
16 15 7	5,70,369 3 0	46 8 4	1891	
18 8 1	1,83,881 5 0	41 5 1	1890	Central Provinces.
20 9 5	1,75,409 11 0	37 8 4	1891	
27 9 3	4,83,952 14 0	42 13 5	1890	Burma.
28 2 10	4,22,576 0 0	36 14 4	1891	
24 15 11	75,912 13 0	54 0 3	1890	Assam.
22 14 1	72,509 6 0	58 1 10	1891	
47 3 1	5,612 4 0	52 1 0	1890	Coorg.
54 6 2	4,682 15 0	46 13 8	1891	
19 5 8	50,977 5 0	51 7 8	1890	Hyderabad Assigned Districts.
12 13 2	55,655 14 0	52 6 6	1891	
11 8 2	42,72,249 3 0	48 11 10	1890	TOTAL.
14 13 0	41,06,716 3 0	44 5 10	1891	

No.

STATEMENT SHOWING the SICKNESS and MORTALITY among the PRISONERS of ALL

1		2			3			4			5			6			7		
Name of Province.		Number of prisoners that can be accommodated in the parts of the jails devoted to convicts, under-trials, and civil prisoners respectively, but exclusive of hospital and observation cells			Daily average strength			Maximum population on any one day.			Number admitted into hospital			Daily average number of sick.			Number of deaths in and out of hospital.		
		M.	F.	Total.	M.	F.	Total	M	F	Total	M.	F	Total.	M.	F	Total	M	F.	Total
Madras	1890	13,733	2,554	16,287	8,620 98	309 64	8,930 62	9,361	359	9,720	6,348	180	6,528	209 59	7 49	217 08	206	7	213
	1891	13,734	2,269	16,003	9,516 25	303·23	9,819 48	10,269	345	10,614	6,089	168	6,254	203 47	5 41	206 88	3 6	11	347
Bombay	1890	9,595	1,970	11,565	7,551	264	7,815	11,766	511	12,277	6,333	132	6,465	204,40	6 65	211 05	247	3	250
	1891	7,998	1,858	9,856	7,452	247	7,709	12,126	549	12,675	5,143	126	5,269	191 81	4·90	196 71	249	4	253
Bengal	1890	18,250	1,169	19,427	14 337 44	439 96	14,777 40	19,991	1,080	21,071	17,944	530	18,474	564 09	16 34	580·43	467	10	477
	1891	18,577	1,133	19,710	15 492 81	422 36	(a) 15 915 17	21 918	1,033	22,951	18,167	461	18,628	593 65	16 32	609 97	480	13	493
North-Western Provinces and Oudh.	1890	29,924	2,258	32,182	24,381 70	1,074·40	25 456 10	30,120	1,412	31,532	24,134	921	25,055	878 49	44 04	922 53	815	39	854
	1891	30,005	2,265	32,270	26,983 88	1,250 79	28,234 67	33,169	1,700	34,869	21,198	86	22,058	923 18	45 35	968 53	744	36	780
* Punjab	1890	12,670	766	13,436	12,050	370	12,420	14,975	425	15,400	23,117	946	24,063	559	21	580	381	7	388
	1891	13,123	780	13,903	11,882	379	12,261	14,786	472	15,258	20,562	83	21,405	470	17	487	319	8	317
Central Provinces.	1890	4,592	459	5,051	4,171 75	278 71	4,450 46	5,208	400	5,605	4,300	226	4,526	131 82	7 15	138·97	108	8	116
	1891	4,495	440	5,935	4,363 17	311 54	4,674 71	5,330	465	5,734	3,532	171	3,703	121 82	7,12	128 94	134	8	142
Burma	1890	12,324	304	12,628	11,207	89	11,296	12,041	144	13,085	11,237	82	11,319	425	3	428	317	2	319
	1891	11,566	358	11,924	11,351	102	11,453	13,319	208	13,527	10,131	76	10,207	303	1	304	341	4	345
Assam	1890‡	2,164	206	2,370	1,367 51	37 77	1,405 28	2,006	146	2,152	2,703	90	2,703	76 78	1 96	78 74	51	...	51
	1891	3,116	187	3,303	1,576·80	34 91	‡ 1,611 71	2,870	143	3,013	2,752	56	2,808	104·05	1 56	109 61	83	1	84
* Coorg	1890	113	11	124	91 51	5 37	96 88	112	4	116	210	9	219	5 75	34	6 09	3	...	3
	1891	113	11	124	86 61	5 28	91 89	113	9	122	130	4	134	4 43	·14	4 57	3	...	3
*Hyderabad Assigned Districts	1890	1,404	117	1,521	958 9	31·35	990·20	1,177	42	1,219	652	19	671	18 74	1 62	20 36	16	2	18
	1891	1,394	113	1,507	1,012·30	49·72	1,062 02	1,336	86	1,422	410	9	407	13 15	89	14·04	12	...	12
Total	1890	104,778	9,813	114,591	84,737 74	2,900 30	87,637 04	107,957	4,523	112,480	96,978	3,135	100,113	3,073 66	109 59	3,183 25	2,611	78	2,689
	1891	104,127	9,414	113,541	89,816 82	3,105·83	92,922 65	115,235	5,010	120,245	88,134	2,798	90,932	3,022 56	99·69	3,122·25	2,721	85	2,806

(a) Excluding an average of 1 21 State prisoners confined in the jails of Bengal during the year 1891.
* In central and district jails only.
‡ Exclusive of the North Lushai Hills P W. Jails.
[illegible] strength of 374·30 convicts in excess of the number shown in the General Summary.

10.

CLASSES in the JAILS and SUBSIDIARY JAILS of INDIA during the YEARS 1890 and 1891.

8			9			10			11																	
Deaths from fever.			Deaths from bowel-complaints.			Deaths from cholera.			Ratio per Mille of average strength.																Name of Province.	
									A. Of admission into hospital.			B. Of daily average number sick.			C. Of deaths from cholera.			D. Of deaths from all other causes.			E. Of deaths from all causes both in and out of hospital.				
M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.		
10	1	11	62	2	64	19	3	22	736·34	581·32	730·96	24·31	24·18	24·30	2·20	9·69	2·46	21·69	12·91	21·39	23·69	22·60	23·85	1890	Madras.
17	3	20	95	2	97	90	...	90	639·53	554·03	636·39	21·38	17·84	21·37	9·45	...	9·16	25·85	36·27	26·17	35·30	35·27	35·33	1891	
35	1	36	64	1	65	5	...	5	838·69	500·00	827·25	27·06	25·16	27·00	0·66	...	0·63	32·05	11·36	31·35	32·71	11·36	31·98	1890	Bombay.
32	...	32	44	1	45	2	1	3	681·01	510·12	675·50	25·39	19·8	25·22	0·26	4·04	0·38	32·71	12·15	32·06	32·97	16·19	32·44	1891	
45	1	46	161	3	164	32	1	33	1,251·54	1,204·65	1,250·15	39·34	37·13	39·27	2·23	2·27	2·23	30·34	20·45	30·04	32·57	22·72	32·27	1890	Bengal.
58	...	58	141	6	147	53	1	54	1,172·60	1,001·43	1,170·45	38·31	38·64	38·32	3·42	2·36	3·39	27·56	28·41	27·58	30·98	30·77	30·07	1891	
54	1	55	248	11	259	55	3	58	989·84	857·22	984·24	37·03	40·99	36·24	2·25	2·79	2·27	31·17	33·50	31·27	33·42	36·29	33·54	1890	N.-W. P. and Oudh.
40	5	45	202	11	213	96	2	98	785·58	687·56	781·23	34·21	35·25	34·30	3·55	1·59	3·47	24·02	27·10	24·15	27·57	28·78	27·62	1891	
40	1	41	87	1	88	4	1	5	1,918·42	2,556·75	1,937·43	46·39	56·75	46·69	0·33	2·70	0·40	31·28	16·21	30·83	31·61	18·9	31·23	1890	Punjab.*
64	...	64	59	1	60	12	1	13	1,731·10	2,205·80	1,745·77	39·55	44·85	39·71	1·00	2·63	1·06	27·53	18·47	27·24	28·53	21·10	28·30	1891	
8	1	9	36	1	37	...	...	...	1,030·74	810·87	1,016·07	31·59	25·65	31·22	...	...	...	25·88	28·70	26·06	25·88	28·70	26·06	1890	Central Provinces
10	...	10	46	1	47	...	...	...	808·81	555·30	791·9	27·92	22·85	27·58	...	...	...	30·71	25·67	30·37	30·71	25·67	30·37	1891	
35	...	35	106	2	108	19	...	19	1,002·67	921·34	1,002·03	37·92	33·70	37·83	1·69	...	1·68	26·56	22·47	26·56	28·28	22·47	28·24	1890	Burma.
25	...	25	88	1	89	51	1	52	892·52	745·09	891·20	34·62	9·80	34·40	4·49	9·80	4·54	25·55	29·41	25·56	30·04	39·21	30·12	1891	
3	...	3	15	...	15	4	...	4	1,076·58	2,382·84	1,987·50	56·14	51·89	56·03	2·92	...	2·85	34·37	...	33·44	37·29	...	36·29	†1890	Assam.
3	...	3	37	1	38	14	...	14	1,745·30	1,604·12	1,742·24	68·52	44·08	68·00	8·87	...	8·68	43·76	28·64	43·43	52·63	28·64	52·11	1891	
...	...	...	3	...	3	...	...	...	2,294·83	1,675·97	2,260·5	62·83	63·31	62·86	...	...	...	32·78	...	30·9	32·78	...	30·96	1890	Coorg.*
3	...	3	...	...	...	...	...	...	1,500·98	757·57	1,458·26	51·14	26·5	49·73	...	...	...	34·63	...	32·6	34·63	...	32·64	1891	
2	...	2	3	1	4	...	...	...	679·98	606·06	677·64	19·54	51·67	20·56	...	...	...	16·68	63·70	18·17	16·68	63·70	18·17	1890	Hyderabad Assigned Districts.
1	...	1	2	...	2	...	...	...	423·78	764·27	439·72	12·90	17·90	13·22	...	...	...	11·85	...	11·29	11·85	...	11·29	1891	
232	6	238	785	22	807	138	8	146	1,144·44	1,080·05	1,142·34	36·27	37·78	36·32	1·63	2·76	1·66	29·18	24·13	29·02	30·81	26·89	30·68	1890	Total.
253	8	261	714	24	738	318	6	324	981·26	900·88	978·57	33·65	32·09	33·60	3·54	1·93	3·48	26·75	25·43	26·71	30·29	27·36	30·19	1891	

No.

STATEMENT SHOWING the CONDITION of the PRISONERS DISCHARGED

1		2	3	4				
				Number who had gained weight				
				A	B	C	D	
Name of Province		Number discharged during the year	Number who had neither lost nor gained weight in Jail	Up to 1lb	From 1 to 5lbs	From 5 to 10lbs	Over 10lbs	Total
Madras	1890	13,180	2,170	1,322	3,281	1,738	864	7,205
	1891	14,676	2,867	1,248	3,704	1,992	988	7,932
Bombay	1890	15,356	2,575	1,481	3,824	1,709	995	8,009
	1891	15,768	2,721	1,605	4,005	1,795	842	8,247
Bengal	1890	* 36,752	8,606	4,928	9,408	4,100	1,841	20,277
	1891	† 38,647	9,394	5,566	10,357	4,147	1,773	21,843
North-Western Provinces and Oudh	1890	50,713	9,349	6,955	12,389	5,911	2,783	28,038
	1891	54,504	9,677	8,569	13,594	6,563	3,622	32,348
Punjab	1890	20,754	5,682	2,911	5,027	1,654	788	10,380
	1891	21,357	5,633	2,759	5,192	1,816	726	10,493
Central Provinces	1890	‡9,590	782	720	1,839	1,670	1,290	5,519
	1891	(a)9,648	924	706	2,062	1,494	1,073	5,335
Burma	1890	15,357	3,703	1,883	3,690	1,844	1,070	8,487
	1891	(b)17,741	3,275	1,693	3,200	1,879	1,195	7,967
Assam	1890	3,337	657	721	692	235	107	1,755
	1891	(c)3,257	1,148	547	617	173	67	1,404
Coorg	1890	187	34	19	50	16	10	95
	1891	196	37	74	32	9	6	121
Hyderabad Assigned Districts	1890	§1,700	343	156	414	250	131	951
	1891	(d)1,828	393	200	486	242	103	1,031
Total	1890	‖166,926	33,901	21,096	40,614	19,127	9,879	90,716
	1891	(e) 177,622	36,069	22,967	43,249	20,110	10,395	96,721

* Inclusive of 203 convicts discharged from the Palamau Intermediate Jail, of whom no details are available

† Includes 232 convicts discharged from the Palamau Intermediate Jail, of whom no details are available, and excludes the figures for the Naya Dumka Intermediate Jail for the first seven months of the year

‡ Inclusive of 2,431 under trial prisoners released during the year who were not weighed.

§ Inclusive of 56 prisoners, of whom the weight was not taken

‖ Inclusive of 2,690 prisoners, of whom no details are available.

(a) Includes 2,383 under-trial prisoners released by Courts who were not weighed

(b) Includes 2,975 under-trial prisoners released by Courts who were not weighed

(c) The weighment of the prisoners at the North Lushai Hills Jail is not shown, as they were not weighed for want of a machine.

(d) Includes 40 prisoners, of whom the weight was not taken

(e) Inclusive of 5,200 prisoners, of whom no details are available.

11.

from the JAILS of BRITISH INDIA during the YEARS 1890 and 1891.

5					
Number who had lost weight.					Name of Province.
A	B	C	D	Total.	
Up to 1 lb.	From 1 to 5 lbs.	From 5 to 10 lbs.	Over 10 lbs.		
852	1,890	764	299	3,805	1890 Madras.
931	1,919	729	298	3,877	1891 Madras.
1,029	2,452	905	386	4,772	1890 Bombay.
1,038	2,365	969	428	4,800	1891 Bombay.
2,628	3,571	1,141	326	7,666	1890 Bengal.
2,678	3,199	1,013	298	7,188	1891 Bengal.
4,468	6,286	1,835	737	13,326	1890 North-Western Provinces and Oudh.
4,600	5,874	1,565	440	12,479	1891 North-Western Provinces and Oudh.
1,348	2,212	765	367	4,692	1890 Punjab.
1,580	2,532	773	346	5,231	1891 Punjab.
232	454	129	43	858	1890 Central Provinces.
309	429	190	78	1,006	1891 Central Provinces.
888	1,354	613	312	3,167	1890 Burma.
898	1,588	685	353	3,524	1891 Burma.
317	448	121	39	925	1890 Assam.
321	282	68	34	705	1891 Assam.
17	32	5	4	58	1890 Coorg.
25	7	3	3	38	1891 Coorg.
75	183	60	32	350	1890 Hyderabad Assigned Districts.
107	180	59	18	364	1891 Hyderabad Assigned Districts.
11,854	18,882	6,338	2,545	39,619	1890 Total.
12,487	18,375	6,054	2,296	39,212	1891 Total.

No.

STATEMENT SHOWING the WORKING of the MARK SYSTEM in the JAILS

1		2	3										4									
Name of Province.		Number released during the year who came under the mark system, but failed to gain remission.	NUMBER OF CONVICTS RELEASED DURING THE YEAR WHO GAINED REMISSION UNDER THE MARK SYSTEM. Sentenced to										MAXIMUM REMISSION IN DAYS GAINED BY ANY CONVICT RELEASED DURING THE YEAR. Sentenced to									
			Two years exactly.	Not exceeding three years	Not exceeding four years	Not exceeding five years.	Not exceeding six years	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Two years exactly	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.
Madras	1890	2	237	142	63	89	60	35	8	2	8	4	77	148	149	209	280	357	328	211	458	481
	1891	1	225	148	77	61	47	59	0	...	9	8	71	130	134	224	253	328	451	...	475	933
Bombay	1890	9	292	179	61	69	10	36	4	1	16	12	101	108	149	207	257	258	217	114	340	943
	1891	10	314	242	89	58	14	43	3	5	8	11	85	143	196	221	199	246	351	369	474	454
Bengal	1890	6	820	356	98	163	47	87	15	1	24	11	100	130	199	245	298	352	371	230	384	441
	1891	0	839	383	146	96	44	94	11	3	37	8	106	180	189	307	330	354	340	354	475	716
North-Western Provinces and Oudh.	1890	..	1,629	610	198	237	100	118	16	6	55	20	82	129	161	196	229	214	210	243	350	1,017
	1891	...	1,796	656	270	177	100	130	11	5	54	24	81	121	193	203	324	258	276	244	338	1,128
Punjab	1890	...	1,200	518	143	120	41	43	9	6	19	5	92	144	262	353	343	430	289	290	430	460
	1891	6	980	410	273	107	47	56	9	6	15	10	116	210	213	262	258	309	343	237	422	424
Central Provinces.	1890	...	196	107	49	26	8	0	1	4	6	4	494	133	271	893	210	473	273	605	515	1,075
	1891	..	245	106	44	3[illegible]	8	21	4	4	5	3	302	165	186	498	426	525	470	406	1,017	444
Burma	1890	50	1,281	464	91	95	11	25	2	..	6	11	168	202	301	354	353	425	307	...	570	2,035
	1891	5	1,332	346	189	103	19	42	3	1	15	22	117	329	226	327	341	376	449	265	68[illegible]	1,233
Assam	1890	.	91	28	22	13	7	13	1	...	.	1	101	122	209	263	198	327	260	...	...	288
	1891	1	99	40	16	15	3	8	.	...	4	...	160	139	209	228	334	328	...	..	437	...
Coorg	1890	..	1	4	..	1	...	5	..	...	...	...	54	119	..	237	...	228	..	...	...	...
	1891	..	...	6	6	..	2	...	...	1	...	...	..	126	186	..	218	...	...	335	...	...
Hyderabad Assigned Districts.	1890	...	66	47	10	15	1	9	...	1	1	...	95	165	136	246	226	359	...	213	330	...
	1891	...	31	60	27	13	10	19	...	...	1	1	107	132	194	241	404	393	...	...	496	441
Total	1890	67	5,822	2,464	735	828	303	380	56	21	135	68	494	202	301	893	353	473	371	605	570	2,035
	1891	32	5,870	2,399	1,137	665	294	472	50	25	148	87	302	329	226	498	426	525	470	406	1,017	1,233

12.

and SUBSIDIARY JAILS of BRITISH INDIA during the YEARS 1890 and 1891.

5										6	7	
AVERAGE REMISSION GAINED BY THE CONVICTS ENTERED IN COLUMN 3.												
SENTENCED TO												
Two years exactly.	Not exceeding three years.	Not exceeding four years.	Not exceeding five years.	Not exceeding six years.	Not exceeding seven years.	Not exceeding eight years.	Not exceeding nine years.	Not exceeding ten years.	Exceeding ten years.	Maximum gratuity earned by any convict released during the year.	Average gratuity gained by the convicts entered in column 3.	NAME OF PROVINCE.
										Rs. A. P.	Rs. A. P.	
45	66	85	125	148	171	238	205	270	317	6 4 1	1 1 3	1890 Madras.
48	73	89	141	144	218	243	...	309	523	10 0 0	1 4 5	1891 Madras.
40	55	80	124	136	151	189	114	238	428	...	...	1890 Bombay.
45	67	104	127	143	169	248	263	284	272	...	...	1891 Bombay.
56	75	120	159	192	231	234	230	268	334	...	...	1890 Bengal.
55	76	109	155	231	212	241	323	282	393	...	...	1891 Bengal.
50	73	102	132	145	166	155	163	228	491	60 0 0	2 0 2	1890 North-Western Provinces and Oudh.
51	73	106	137	149	185	198	195	238	486	50 0 0	1 12 6	1891 North-Western Provinces and Oudh.
54	77	98	135	16.	172	220	194	241	394	21 4 0	2 2 0	1890 Punjab.
57	78	102	104	140	187	197	203	233	233	25 10 0	1 9 0	1891 Punjab.
58	75	126	227	143	202	273	313	288	514	48 0 0	1 4 9	1890 Central Provinces.
53	72	104	188	218	265	275	289	497	278	31 13 7	1 0 4	1891 Central Provinces.
73	108	158	182	182	236	278	...	362	1,239	...	...	1890 Burma.
66	99	152	193	214	216	402	265	389	574	...	...	1891 Burma.
54	81	121	141	124	195	260	...	...	288	...	...	1890 Assam.
61	79	136	140	271	222	...	...	265	...	...	...	1891 Assam.
54	111	...	237	...	206	...	...	...	...	2 11 1	1 10 3	1890 Coorg.
...	99	173	...	203	...	...	335	.	...	3 15 6	1 7 4	1891 Coorg.
47	89	99	177	226	257	...	213	330	...	...	...	1890 Hyderabad Assigned Districts.
69	87	126	166	172	278	...	...	496	441	...	...	1891 Hyderabad Assigned Districts.
53	81	109	163	161	198	230	204	278	500	60 0 0	1 10 1	1890 TOTAL.
56	80	120	150	189	216	257	267	332	399	50 0 0	1 6 8	1891 TOTAL.

No. 13.

STATEMENT SHOWING the WHIPPING INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1887 to 1891.

NAME OF PROVINCE.	Year.	Total number of male prisoners during the year.	Total number of punishments inflicted on males by jail officers for breaches of Jail rules.	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners.	Proportion per cent. of corporal punishments to total jail punishments	NAME OF PROVINCE.
1	2	3	4	5	6	7	
Madras	1887	32,779	3,939	133	0·40	3·37	Madras.
	1888	33,026	3,598	99	0·29	2·75	
	1889	38,603	3,258	80	0·20	2·45	
	1890	44,560	3,236	40	0·08	1·23	
	1891	49,733	3,455	69	0·13	1·99	
Bombay	1887	21,039	2,940	71	0·33	2·41	Bombay.
	1888	22,378	2,998	95	0·42	3·16	
	1889	25,886	4,649	105	0·40	2·25	
	1890	24,357	4,325	108	0·44	2·49	
	1891	25,291	3,753	108	0·42	2·87	
Bengal	1887	57,615	35,230	266	0·46	0·75	Bengal.
	1888	60,942	28,427	245	0·40	0·86	
	1889	53,878	24,483	272	0·42	1·11	
	1890	63,920	25,004	259	0·40	1·03	
	1891	68,266	25,911	291	0·42	1·12	
North-Western Provinces and Oudh.	1887	63,172	5,978	629	0·99	10·52	North-Western Provinces and Oudh.
	1888	65,184	5,115	431	0·66	8·42	
	1889	68,118	7,433	488	0·71	6·56	
	1890	72,138	7,779	524	0·72	6·73	
	1891	76,978	10,250	586	0·76	5·71	
Punjab	1887	37,295	14,704*	438	1·17	2·97	Punjab.
	1888	37,031	15,747	306	0·82	1·94	
	1889	36,318	19,695*	318	0·87	1·61	
	1890	36,952	23,152*	416	1·12	1·79	
	1891	38,564	23,121*	356	0·92	1·53	
Central Provinces	1887	12,863	3,393	359	2·79	10·58	Central Provinces.
	1888	11,666	2,550	136	1·16	5·33	
	1889	12,494	3,307	164	1·31	4·95	
	1890	11,936	3,218	220	1·84	6·83	
	1891	11,781	3,607	219	1·85	6·07	
Burma	(a) 1887	22,232	8,284	405	1·82	4·88	Burma.
	(a) 1888	23,100	12,911	452	1·95	3·50	
	(a) 1889	22,441	15,686	360	1·60	2·29	
	1890	29,217	24,307	499	1·70	2·05	
	1891	27,355	25,794	377	1·37	1·46	

* Inclusive of "formal warnings."

(a) For Lower Burma only.

No. 13—*contd.*

STATEMENT SHOWING the WHIPPINGS INFLICTED on the CONVICTS in the JAILS of BRITISH INDIA during the YEARS 1887 to 1891—contd

NAME OF PROVINCE.	Year.	Total number of male prisoners during the year	Total number of punishments inflicted on males by jail officers for breaches of Jail rules	Total number of cases of corporal punishment.	Percentage of prisoners whipped to total number of male prisoners	Proportion per cent of corporal punishments to total jail punishments.	NAME OF PROVINCE.
1	2	3	4	5	6	7	
Assam	1887	6,006	1,492	106	1·74	7·10	Assam
	1888	5,750	1,576	112	1·94	7·10	
	1889	5,806	1,480	111	1·88	7·50	
	1890	6,013	1,220	82	1·36	6·72	
	1891	6,728	1,117	82	1·21	7·34	
Coorg	1887	336	58	3	0·89	5·17	Coorg
	1888	302	72	6	1·04	8·33	
	1889	304	68*	..	..		
	1890	303	39*	2	0·66	5·1	
	1891	295	34*	1	0·33	2·94	
Hyderabad Assigned Districts.	1887	2,706	504	20	0·71	3·54	Hyderabad Assigned Districts
	1888	3,190	308	9	0·28	2·92	
	1889	2,701	319	23	0·85	7·21	
	1890	2,487	486	28	1·12	5·76	
	1891	2,704	484	19	0·70	3·92	
TOTAL	1887	256,193	76,582	2,430	0·94	3·17	TOTAL.
	1888	262,578	73,302	1,891	0·72	2·57	
	1889	276,639	80,378	1,921	0·69	2·38	
	1890	291,883	92,766	2,178	0·74	2·34	
	1891	307,695	97,526	2,108	0·68	2·16	

* Inclusive of "formal warnings."

N

No.

STATEMENT SHOWING the STATE of the EDUCATION of the CONVICTS IMPRISON DURING the

1		2	3			4	5
Name of Province.		Number imprisoned during the year	Of those in column 2 there were			Daily average number of convicts	Daily average number under instruction
			Unable to read or write	Able to read or write a little	Able to read and write well		
Madras (a)	1890	14,081	11,568	1,531	982	7,443.98	713.46
	1891	15,199	13,040	1,430	729	7,985.60	45.89
Bombay	1890	15,849	13,898	1,422	529	7,018	66
	1891	15,931	14,014	1,389	528	6,976	57
Bengal	1890	32,886	28,507	3,224	1,155	13,446.79	..
	1891	34,814	30,365	3,125	1,324	14,448.54	
North-Western Provinces and Oudh	1890	44,694	42,377	1,842	475	23,493	565.35
	1891	48,056	45,597	1,912	547	26,126.50	278.25
Punjab	1890	20,973	20,734	171	68	11,788	910
	1891	21,978	21,657	204	117	11,595	1,015
Central Provinces	1890	7,453	6,981	247	225	4,255.40	19.36
	1891	7,316	6,788	336	192	4,451.08	13.41
Burma	1890	13,449	5,838	6,560	1,051	10,861	608
	1891	14,527	6,044	7,501	982	11,064	708
Assam (b)	1890	3,545	3,288	197	60	1,300.63	..
	1891	3,717	3,430	246	41	1,127.80	...
Coorg	1890	(c) 241	156	43	42	85.16	72.72
	1891	(c) 233	145	49	39	85.49	69.54
Hyderabad Assigned Districts	1890	1,425	1,274	114	37	960.79	74.74
	1891	1,676	1,513	107	56	991.72	84.01
TOTAL	1890	154,596*	134,621	15,351	4,624	80,652.75	3,029.63
	1891	163,447*	142,593	16,229	4,555	84,851.73	2,361.10

* *Vide* footnote to Statement No. 3.

(a) For Central and District Jails only.

(b) Exclusive of the North Lushai Hills P. W. Jail.

(c) Inclusive of figures shown in column 5 of Statement No. 2.

14.

ED in and RELEASED from the JAILS and SUBSIDIARY JAILS of BRITISH INDIA YEARS 1890 and 1891.

6	7			8				
Number released during the year who had been under instruction in jail.	Of those in column 6 there were when they entered jail			Of those in column 6 there were when they left jail				Name Province
	Unable to read and write	Able to read and write a little	Able to read and write well	Unable to read and write	Able to read and write a little	Able to read and write well		
982	817	120	45	551	368	63	1890	Madras (a)
117	95	5	17	60	36	21	1891	
27	23	4	.	11	16	..	1890	Bombay
21	10	9	2	1	16	4	1891	
...	...	..		..	..	..	1890	Bengal
..	.					..	1891	
629	562	55	12	193	362	74	1890	North-Western Provinces and Oudh
356	297	50	11	57	192	109	1891	
1,491	1,361	117	13	223	896	372	1890	Punjab
1,318	1,065	161	92	195	756	367	1891	
19	18	1	...	5	13	1	1890	Central Provinces.
21	20	1	...	15	5	1	1891	
740	354	371	15	123	466	151	1890	Burma
748	316	389	43	154	434	160	1891	
...	...	...	...		...	...	1890	Assam (b)
...	...	...	...	...	...	...	1891	
175	121	33	21	41	106	28	1890	Coorg.
176	98	41	37	36	91	49	1891	
50	42	7	1	11	17	22	1890	Hyderabad Assigned Districts.
45	40	2	3	12	10	23	1891	
4,113	3,298	708	107	1,158	2,244	711	1890	Total
2,804	1,941	658	205	530	1,540	734	1891	

C. J. LYALL,

Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, November 5th, 1892.

During the week under review a considerable change in the weather has been carried out over a large part of India. Since the beginning of the month the weather has been in a more or less unsettled state over the southern half of the Indian region, though over the northern half the weather has been fine and the barometer relatively high. Within the present week the high pressures and fine weather have extended slowly, and at the close of the period the barometer read above the normal average, except at a few of the most eastern stations, while the winds had taken up their normal cold weather circulation, and rain had almost ceased. This change was carried out very slowly. From October 30th to November 2nd conditions were very unsettled throughout North-Eastern and Central India and the Peninsula; and though no storm of any consequence affected the weather, yet heavy local falls of rain were reported within the region mentioned above. On the 3rd the amount of rain sensibly decreased, though the area of country over which rain was received had not diminished much. On the 4th both the rainfall area and the amount of rain had decreased, and on the 5th the only rainfall was a few light showers over North-East India and the extreme south of the Peninsula.

On the 31d pressure was relatively high in the extreme north and extreme south of the Indian region, while a band of low pressure, within which a small depression existed, stretched across the central parts of the Peninsula. The winds were very variable. An irregular cyclonic circulation existed over the central parts of the Peninsula, but in all other parts of India the directions were very variable. The force was moderate. Rain was more or less general over Burma, Bengal, the Central Provinces, and the Peninsula. Heavy amounts were reported from the stations in Orissa, the Circars, and the Central Peninsula, but elsewhere the fall was only moderate or light On the following day, the 31st October, the general distribution of pressure was unaltered. Readings remained highest in the extreme north and extreme south and lowest over the central parts of the Peninsula; but, owing to the barometric changes in different parts of the country, the pressure differences were much less, and the distinctive features of the distribution less pronounced. The winds were easterly over Bengal and the central parts of the country; very variable elsewhere. Rain had ceased in Lower Burma, but remained more or less general over Bengal and a large part. of the Central Provinces and of the Peninsula In some places the amounts were still fairly large On November 1st the distribution of pressure had again assumed more pronounced features without altering its general characteristics. Readings were highest along the line of the Himalayas and over the south of the Bay and were lowest over the Circars, Orissa, and South-West Bengal. Gradients were moderately steep over the Bay and over Bengal, but great uniformity of pressure existed over North-Western and Central India and the west of the Peninsula. Winds were feebly cyclonic around the low pressure area noticed above, and a well marked easterly current of air prevailed up the north side of the Gangetic plain; but elsewhere the directions were still variable. Rain was falling in Upper Burma, Assam, Lower Bengal, and over a large part of Central and Southern India. The amounts were large in the neighbourhood of the above mentioned depression, but moderate or light in other localities. The chart of the 2nd showed that pressure was highest over the extreme south of the Bay. A large shallow depression covered the Bay area and Lower and Western Bengal, while a second depression existed off the Bombay Coast, and a third depression over Western Rajputana. The winds were even more variable than on the previous days.

Rain was falling generally in Burma, Assam, Bengal, Orissa, and the west of the Peninsula, while scattered and on the whole light showers had fallen in the North-West and Central Provinces and parts of Madras. In Eastern and Lower Bengal the fall was very, and on parts of the West Coast moderately, heavy. On the 3rd the barometer was rising everywhere, the change, except in the south and north-east, being generally brisk. Pressure had become very uniform, but readings were slightly higher in North-West India and slightly lower over the Bay than elsewhere The winds were irregularly cyclonic around the Bay area and very variable elsewhere. Rain continued to fall in Burma, Assam, Lower Bengal, and the west of the Peninsula, but the amounts were small. The chart of the 4th showed that the barometer had continued to rise. The change was brisk to rapid, except in the extreme east and north-east, and a large high pressure area had been formed in the north-west. Readings were still lowest over the Bay, and an irregular cyclonic circulation of the winds continued to blow around that area The normal north-west current down the Gangetic plain was beginning to appear, while in other parts of the country there were many instances of northern and north-eastern winds. Showers of small amount had fallen over Burma and the southern half of the Peninsula. On the 5th the barometer was falling slowly over the west of the Peninsula and in parts of Lower Burma, but was still rising elsewhere. The high pressure area in the north-west had increased and intensified, while readings were low over the south-east of the Bay and off the west coast of the Peninsula. The wind currents blew from the normal cold weather directions, and, except for a few showers in North-East India and the south of the Peninsula, the weather was fine.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India :

Province	October 30th	October 31st	November 1st	November 2nd	November 3rd	November 4th	November 5th	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma . .	—0·6	+0·2	+0·1	—0·3	—1·0	—1·0	—0·5	—0·4
Bengal and Assam .	+2·6	—0·2	—1·6	+3·1	—1·2	+0·3	—0·1	+0·4
North-West Provinces and Oudh	+0·6	+1·0	+2·8	+2·0	+1·9	+1·4	+0·1	+1·4
Punjab .	—0·4	—0·3	—0·4	+1·0	+0·5	0	—0·5	0
Bombay	+0·4	—0·3	+0·4	—1·7	—2·0	+2·3	—0·4	—0·8
Central Provinces and Berar	+3·1	+2·9	+3·1	+2·6	+2·3	+2·0	+1·6	+2·5
Central India and Guzerat	+2·7	+2·6	+2·2	+0·3	—2·9	—1·8	—0·5	+0·4
Sind and Rajputana	—0·8	+0·1	+1·0	+0·1	—0·7	—0·4	—2·0	—0·4
Madras .	0	+0·4	+1·3	+2·0	+2·4	+2·7	+2·0	+1·5
Mean for whole India . .	+0·8	+0·7	+1·1	+1·0	—0·1	+0·1	0	+0·5

On five days of the week the general temperature of India exceeded the normal. On one day it exactly equalled the normal, and on the remaining day there was a trifling deficiency. The mean for the whole week for the whole of India was ½° above the average. The provincial variations show that in the Central Provinces the mean was 2½° and in the North-West Provinces and Madras 1½° above the average; but in the other Provinces the variations were very small In the Central Provinces the excess was due to the very high night temperatures.

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Rain.—The table at the close of the summary shows that in nine of the rainfall divisions, *viz.*, the North-West Provinces (West and Submontane), the Punjab (South, Central, Submontane, and West), Sind, Rajputana, and Central India (West), there was no rainfall during the week under review, and that in eight more divisions, *viz.*, North Bengal, North Behar, North Oudh, the North-West Provinces (Central), the Punjab (North-West), Guzerat, Kathiawar, and Central India (East), the average fall of the division was less than one-tenth of an inch during the week. In all the other divisions effective rain was received. The heaviest average actual fall for the week was 4·15 inches in the East Coast (North), followed by 4·07 inches in Deltaic Bengal and by 3·98 inches in Eastern Bengal. The column of average normal rainfall for the week shows that all over the Gangetic plain and North-West India the average rainfall of the different divisions is small—less than one-tenth of an inch,—so that in this respect the normal and the actual distribution agree fairly well; but the heaviest normal rainfalls are 2·70 inches in the East Coast (South), followed by 2·42 inches in the East Coast (Central). Hence the excessive rainfall in Deltaic and Eastern Bengal and around the head of the Bay generally was very abnormal.

The third column of the table shows that twenty-nine divisions, or rather more than half, had heavier rain than usual during the week; that most of the remainder had less than usual; and that in two there was no departure from the average. The excess was generally reported from Burma, Bengal, the east of the North-Western Provinces, the east and west of the Peninsula, and the Central Provinces. The greatest excess was 3·68 inches in Deltaic Bengal, followed by 3·37 inches in Hyderabad (South). The greatest deficiency was 2·17 inches in the East Coast (South). Hence this column shows that the rainfall was largely diverted to the north of the Bay, and that the Carnatic had much less than usual.

The final three columns of the table show the actual and normal rainfall for the period October 16th to November 5th, and the excess or defect of the former from the latter expressed as a percentage. There has been a considerable excess over Arakan, Bengal, the west of the Peninsula, the central parts of the country, and the East Coast, and a general deficiency elsewhere. The deficiency over the Gangetic plain and North-Western India is, however, of small importance, as the anticipated rainfall of this season in this locality is small.

The following gives the largest total amounts received during the week as reported in the rainfall telegrams of the week:

Division	District.	Station	Amount.
Lower Burma	Pegu	Kyauktan.	6·96 inches.
East Bengal	Dacca	Sudder	8·96 "
Deltaic Bengal	Jessore	Ditto	10·11 "
Orissa	Puri	Ditto	6·07 "
Malabar	Calicut	Tellicherry	6·93 "
Mysore	Bangalore	Devanhalli	4·75 "
Konkan	Ratnagiri	Devgad	9·74 "
Deccan	Belgaum	Sudder	7·16 "
Central Bengal (East)	Sambalpur	Bargarh	7·10 "
East Coast (North)	Godavari	Tuni	17·00 "
Ditto (Central)	Nellore	Ongole	6·40 "
Madras (Central)	Bellary	Harpanahalli	6·30 "

PROVINCES.	DIVISION	Rainfall data for week ending November 5th			Rainfall data from October 16th to November 5th, 1892.		
		Average actual rainfall of division	Average normal rainfall of division	Excess or defect in inches	Average actual rainfall of season to date	Average normal rainfall since October 16th to November 5th	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	*Inches*	*Inches.*	*Inches*	*Inches*	*Per cent*
Burma	Tenasserim	1.00	1.36	− 0.36	.16	4.64	− 53
	Lower Burma	1.89	1.40	+ 0.49	4.20	4.28	− 2
	Central Burma	0.90	0.58	+ 0.32	2.63	2.87	− 8
	Upper Burma	2.72	?	?	7.58	?	?
	Arakan	1.47	1.72	− 0.25	7.90	4.52	+ 75
Bengal and Assam	Eastern Bengal	3.98	0.89	+ 3.09	8.63	3.24	+ 166
	Assam (Surma)	3.00	0.46	+ 2.54	9.26	3.03	+ 206
	Do (Brahmaputra)	0.40	0.25	+ 0.15	0.86	1.83	− 53
	Deltaic Bengal	4.07	0.39	+ 3.68	6.89	2.39	+ 188
	Central Bengal	0.91	0.24	+ 0.67	2.11	1.99	+ 6
	North Bengal	0.09	0.26	− 0.17	0.62	2.22	− 72
	Orissa	3.08	1.00	+ 2.08	7.18	3.80	+ 89
	Chota Nagpur	2.54	0.26	+ 2.28	4.20	2.21	+ 90
	Behar (South)	0.30	0.17	+ 0.13	0.50	1.21	− 58
	Do. (North)	0.09	0.23	− 0.14	0.14	1.07	− 87
North-Western Provinces and Oudh.	North-Western Provinces (East)	0.18	0.07	+ 0.11	0.18	0.79	− 77
	Oudh (South)	0.17	0.01	+ 0.16	0.17	0.39	− 56
	Do (North)	0.03	0.01	+ 0.02	0.03	0.26	− 88
	North-Western Provinces (Central)	0.02	0.01	+ 0.01	0.02	0.18	− 89
	North-Western Provinces (West)	0	0.01	− 0.01	0	0.00	− 100
	North-Western Provinces (Submontane)	0	0.02	− 0.02	0	0.26	− 100
Punjab	Punjab (South)	0	0.02	0.02	0	0.08	− 100
	Do (Central)	0	0.01	− 0.01	0	0.08	− 100
	Do (Submontane)	0	0.01	− 0.01	0	0.09	− 100
	Do. (Hill Districts)	0.18	0.04	+ 0.14	0.18	0.22	− 18
	Do (North-West)	0.01	0.01	0	0.01	0.17	− 96
	Do (West)	0	0	0	0	0.03	− 100
Bombay and Malabar Coast Districts (Madras)	Malabar	2.34	1.74	+ 0.60	14.59	6.28	+ 132
	Madras (South Central)	0.47	1.73	− 1.26	2.81	4.98	− 43
	Coorg	0.75	1.57	− 0.82	6.66	5.31	+ 25
	Mysore	0.52	1.09	− 0.57	2.13	3.47	− 39
	Konkan	1.50	0.46	+ 1.04	6.47	2.68	+ 141
	Bombay Deccan	2.33	0.48	+ 1.85	8.37	2.65	+ 218
	Hyderabad (North) Khandesh	0.58	0.06	+ 0.52	3.54	1.49	+ 138
Central Provinces and Berar	Berar	0.43	0.13	+ 0.30	5.69	1.58	+ 260
	Central Provinces (West)	0.37	0.06	+ 0.31	3.32	0.99	+ 235
	Ditto (Central)	0.27	0.10	+ 0.17	2.18	0.83	+ 163
	Ditto (East)	2.52	0.21	+ 2.31	3.87	0.92	+ 321
Bombay (North)	Guzerat	0.07	0.02	+ 0.05	0.61	0.41	+ 49
	Kathiawar	0.03	0.01	+ 0.02	1.76	0.24	+ 633
	Sind	0	0.01	− 0.01	0	0.04	− 100
Rajputana and Central India	Central India (East)	0.18	[illegible]	+ 0.07	0.56	0.26	+ 115
	Rajputana (East), Central India (West)	0	0.01	− 0.01	0.16	0.26	− 38
	Rajputana (West)	0	0.01	− 0.01	0	0.06	− 100
Madras	East Coast (North)	4.15	1.74	+ 2.41	15.96	5.33	+ 199
	Ditto (ditto) (*a*)	0.20	0.94	− 0.74	9.10	3.18	+ 186
	Hyderabad (South)	3.59	0.22	+ 3.37	0.56	0.8	+ 999
	Madras (Central)	0.99	0.92	+ 0.07	6.29	3.36	+ 87
	East Coast (Central)	2.87	2.42	+ 0.45	11.81	6.55	+ 79
	Ditto (South)	0.53	2.70	− 2.17	2.66	6.66	− 60
	Madras (South)	0.28	1.67	− 1.39	1.87	4.88	− 62

Simla, *10th November, 1892*

W. L. DALLAS,
Asst Meteorological Reporter to the Government of India.

J. W. P. MUIR-MACKENZIE,
Offg Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 5th November.*—Rainfall very heavy in the greater part of the Circars; heavy in the remainder, in the northern part of the Deccan districts, and on the West Coast; light in the Karnatic and in the Central and Southern districts. Cultivation still active, and sowings going forward generally. Standing crops are generally good, but damaged by excessive rain in the Circars and parts of the Deccan. They need rain in the southern parts of the Central and Karnatic districts. Harvest of early crops still continues favourable. Pasture and water abundant and condition of cattle good. Price of food-grains generally easier, though heavy rain and floods have caused slight rise in four districts. General prospects favourable.

Bombay.—*For week ending 9th November.*—Rain heavy in two and moderate or slight in twelve districts. Standing crops damaged by the late excessive rain in parts of nine districts and by locusts or blight in parts of Sind. Reaping of early and sowing of late crops retarded by rain in parts of Bijapur, but progressing elsewhere Prospects of early crops generally fair. Agricultural stock good and fodder sufficient

Bengal.—*For week ending 5th November*—At the beginning of the week there was heavy rainfall in East and South-West Bengal, Orissa, and Chota Nagpur, and light rain in South Behar and North Bengal. Elsewhere little or no rain. Weather now fine over the Province Prospects of *aman* improved in Burdwan division and generally good, except in parts of Behar, where the crop has suffered from continued drought. *Rabi* and *poppy* sowings in progress Prices remain almost stationary. In Mymensingh price of rice falling and prospects of *aman* excellent Supply of fodder and water ample. Cattle in good condition. Two hundred and sixty-four destitute persons are receiving gratuitous relief in the Diamond Harbour sub-division under section 21-A, Famine Code Distress slight and passing. No cause for apprehension.

North-Western Provinces and Oudh.—*For week ending 9th November.*—Slight showers have fallen in the Central districts, but more rain is required to ensure proper germination of the *rabi* In the Eastern districts rain is urgently needed for late rice, which is drying for want of moisture. Irrigation of crops going on. Prospects generally favourable. Prices fairly steady and show a tendency to fall in some districts

Punjab.—*For week ending 9th November.*—Slight rain has fallen in the Rawal Pindi district. Prices unsettled in one district, falling in another, rising in two, and stationary elsewhere. Harvesting of autumn crops in progress in most, though completed in some, districts. Sowings of spring crops going on. Crops outturn and prospects are generally reported good. Outturn is said to be an average one in Lahore Locusts are entering Ferozepore from Bikanir side, and have done some damage; but prompt measures have been taken for their destruction. They have been destroyed in Hissar Some of the crops have been damaged by blight and insects in Lahore, and some are dried up in parts of Shahpur. Cattle are generally reported in good condition. Fodder sufficient throughout the Province.

Central Provinces.—*For week ending 9th November.*—Not received.

Burma.—*For week ending 5th November.*—LOWER BURMA: Prospects unchanged. Upper Burma: Some damage has been caused by heavy rain and floods in six districts. Crops have failed in several circles of the Gangaw subdivision of Pakokku district. The paddy crops in Yamethin will fail if rain does not fall within a week. Crops prospects generally in Upper Burma are fair, and no material change has taken place during the week.

Assam.—*For week ending 8th November.*—Weather seasonable. Mustard sowing continues. Prospects of crops generally good. Condition of cattle normal. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 9th November.*—MYSORE: Rain 0·69 inch in civil and military station. More rain wanted in three districts. Crops and prospects generally good. Extensive *rorocana* harvested in parts. Prices risen in Bangalore district.

COORG: Rainfall 0·18 inch. Standing crops in good condition. Picking of cardamoms still in progress. Coffee ripening. Prices stationary. Fodder and water-supply sufficient.

Berar and Hyderabad.—*For week ending 9th November.*—BERAR: Average rainfall 0·43 inch. Weather cool and cloudy. *Kharif* crops in good condition, except in parts of Basim and Buldana. Picking of cotton commenced in Basim and Amraoti. *Rabi* sowings in progress, except in Pusad and Ellichpur. Fodder and water sufficient. Cattle healthy. Prices almost stationary, but risen in Wun. Akola report not received.

HYDERABAD: Rain during week 4·32 inches; total since 1st January 51·63 inches. Sowing of *rabi* crops in progress. *Abi* crops in good condition. General health good. Prices—wheat 9¼, coarse rice 9½, white *juar* 14⅝, yellow *juar* 18, and *tur* 11¼ seers per *halli sicca* rupee.

Central India.—*For week ending 9th November.*—Slight showers during the week in one Agency. *Kharif* crops being harvested and *rabi* sowings in progress. Opium sowings commenced in Western Malwa, Bhopawar, Neemuch, and in parts of Gwalior territory. Condition of agricultural stock generally good. Pasturage good and sufficient. Prices of food-grains rising in Goona and steady elsewhere.

Rajputana.—*For week ending 9th November.*—No rain. Reaping of *kharif* crops and sowings for *rabi* still continue. Harvest prospects generally good. Pasturage and fodder sufficient. Prices falling in six States, steady in five, rising in one, and fluctuating elsewhere.

Nepal.—*For week ending 3rd November.*—Not received.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

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J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

P

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXIX OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92	Week ending 31st October 1891. Mean mileage worked	Week ending 31st October 1891. Earnings. Total.	Week ending 31st October 1891. Earnings. Per mile open per week.	Week ending 29th October 1892. Mean mileage worked.	Week ending 29th October 1892. Earnings. Total.	Week ending 29th October 1892. Earnings. Per mile open per week.	Earnings from 1st April to 31st October 1891.	Earnings from 1st April to 29th October 1892.	Increases in 1892-93.	Decreases in 1892-93.
	Rs	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
State lines worked by companies.											
Standard gauge—											
East Indian (*a*)	590	1,634	9,34,614	572	1,639	9,19,183	561	2,82,86,592	2,74,20,250	...	8,57,342
Bengal-Nágpur	150	831	83,7[illegible]6	101	831	[illegible],487	103	33,55,177	30,18,249	...	3,36,928
Indian Midland	1[illegible]7	752	1,02,206	130	752	81,185	112	25,76,346	26,82,311	1,05,965	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,0[illegible],407	237	1,674	3,63,000	217	1,20,56,672	1,21,95,588	1,38,916	...
South Indian	150	901	1,13,641	126	1,110	1,33,13[illegible]	120	4[illegible],40,598	43,87,004	1,46,466	...
Southern Mahratta	86	1,044	81,600	78	1,044	87,007	83	20,81,311	24,64,670	...	2,16,641
Bengal and North Western (*b*)	130	724	79,0[illegible]2	100	7[illegible]5	88,940	118	28,43,084	28,59,428	46,344	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	50	190	9,257	47	199	10,370	52	2,86,961	3,59,608	72,647	...
TOTAL	2[illegible]0	7,7[illegible]7	18,00,551	[illegible]3	8,000	17,[illegible]1,301	221	5,63,26,741	5,54,26,168	...	9,00,573
State lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	[illegible],305	7,10,407	300	2,511	4,17,500	178	1,88,25,370	1,38,60,627	...	49,61,743
Oudh and Rohilkhand	244	692	1,30,004	107	692	1,53,2[illegible]7	221	45,37,0[illegible]3	46,59,479	...	1,78,444
Eastern Bengal (including metre and 2' 6" gauges)	284	777	3,[illegible]7,[illegible]90	3[illegible]0	777	3,3[illegible],1[illegible]0	431	69,45,606	66,52,554	...	2,93,052
Bengal Central (*d*)	117	125	14,716	118	125	17,300	138	4,39,374	4,42,113	2,739	...
Metre gauge—											
Burma (*e*)	203	609	1,17,400	193	715	1,59,429	223	29,38,617	36,71,554	7,32,937	...
Special gauges—											
Jorhát	47	25	1,218	49	25	1,[illegible]48	50	39,481	43,125	3,644	...
Cherra-Companyganj	44	8	400	51	8	308	46	9,882	8,660	...	1,222
TOTAL	251	4,631	12,97,134	280	4,553	11,14,402	230	3,40,39,253	2,93,44,112	...	46,95,141
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,402	7,11,467	477	1,410	[illegible],70,715	383	2,44,77,646	2,08,37,706		36,44,940
Bombay, Baroda and Central India	5[illegible]0	4[illegible]1	2,[illegible]6[illegible]	600	461	2,19,0[illegible]0	[illegible]75	79,85,[illegible]	8[illegible],[illegible],[illegible]77	1,13,646	
Madras	210	810	1,52,70[illegible]	218	840	1,55,470	2[illegible]1	5[illegible],[illegible],[illegible]	52,95,0[illegible]8	...	2,66,636
TOTAL	465	2,793	11,70,800	41[illegible]	2,791	[illegible],75,185	149	3,80,75,141	3,42,27,[illegible]11	..	37,97,930
TOTAL (GUARANTEED AND STATE)	290	15,181	42,6[illegible],583	261	15,044	38,60,981	247	12,83,91,13[illegible]	11,8[illegible],[illegible]7,491		93,93,644
Assisted companies											
Standard gauge—											
Delhi-Umballa-Kalka	129	161	28,501	17	162	2[illegible],337	163	6,30,331	6,09,[illegible]5[illegible]	...	21,079
Tarakeshwar	2[illegible]	2[illegible]	[illegible]	23	2	6,112	278	1,68,599	1,05,156	...	3,433
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	111	67	9,[illegible]44	14[illegible]	67	9,253	138	2,4[illegible],[illegible]	2,77,94[illegible]	37,777	...
Dibru-Sadiya	1[illegible]8	...	..			(*g*)		(*h*) 2,88,678	(*i*) 2,92,5[illegible]0	3,912	...
TOTAL	13[illegible]	251	43,810	175	251	41,701	166	13,27,776	13,41,953	17,177	...
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	55,2[illegible]8	1[illegible]6	354	49,523	140	15,42,834	14,82,[illegible]96		60,438
The Gaekwar's Petlád	91	13	868	67	13	810	62	35,987	34,965	...	1,022
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	25,[illegible]49	86	311	29,612	95	7,07,035	8,18,099	21,064	...
The Gaekwar's Mehsana	50	93	[illegible],8[illegible]5	41	93	4,220	45	1,11,122	1,43,733	32,611	.
Kolhápur	55	29	2,554	88	29	1,492	51	(*j*) 45,661	50,559	4,898	...
Special gauge—											
The Gaekwar's Dabhoi	5[illegible]	72	3,453	48	72	3,630	50	1,18,265	1,38,636	20,371	...
TOTAL	107	857	91,547	107	872	89,287	102	26,50,904	26,68,388	17,484	...
Lines owned by native states and worked by state railway agency											
Standard gauge—											
Rájpura-Bhátinda	118	108	8,347	77	108	6,097	65	3,84,276	2,82,045	...	1,02,231
Lines owned and worked by native states.											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	24,552	74	334	24,610	74	8,12,490	9,32,293	1,19,803	...
Jodhpur-Bickaneer	72	223	13,520	61	291	16,100	55	3,60,014	5,25,910	1,65,296	...
Special gauge—											
Morvi	63	94	6,008	64	94	5,912	63	1,69,895	1,85,747	...	4,148
TOTAL	76	651	44,080	68	719	46,622	65	13,62,999	16,43,950	2,80,951	...
GRAND TOTAL	269	17,048	44,56,397	261	17,594	40,45,591	230	13,41,17,090	12,49,36,827	...	91,80,263

(*a*) Includes the Patna-Gya state railway.
(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*d*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.
(*e*) Includes the Mu Valley state railway.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amraoti state railways.
(*g*) Return not received.
(*h*) Total receipts from 1st April to 24th October 1891.
(*i*) Total receipts from 1st April to 22nd October 1892.
(*j*) Total receipts from 21st April to 31st October 1891.

F. B. HEBBERT, *M. Inst. C. E.*,
Under-Secretary

SIMLA, *the 10th November 1892.*

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Simla.*



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 12, 1892

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

—

NOTICE

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Attention is invited to the Circular Memo of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

II A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 9th November 1892.

NOTIFICATIONS.

No. 3079 P.—Applications in respect of the under-mentioned inventions have been filed, during the week ending 5th November 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888 :—

No. 277 of 1892.—Hosain Bakhsh, Proprietor, Medical Hall, and Manager, Lyall School, Kasur, for "Maya-i-Zindgi," a unique mixture for cholera.

No. 278 of 1892.—Alfred Ernest Markwick, Engineer of Karachi in the province of Sind, for improvements in Rice Mortars.

No. 279 of 1892.—Walter Swain and William Philipson, both of Hill-fold Mill, Astley-Bridge near Bolton in the County of Lancaster, pneumatic Tyre Manufacturers, for improvements in the construction of wheels and tyres for carriages, bicycles, tricycles, and other road vehicles.

No. 280 of 1892.—Heinrich, Count von Puckler of Oberweistritz, Silesia, in the Empire of Germany, Gentleman, for an improved electric apparatus for alluring and destroying insects.

No. 281 of 1892.—Benjamin Mayer, of Gordon Grove, Northcote, in the Colony of Victoria, Cabinet Maker, and Walter Henry Mitchell, of Meredith, in Victoria as aforesaid, Station Master, Victorian Railways, for improvements in couplings for railway carriages, cars, or trucks.

No. 282 of 1892.—Felix Bernhard Fremerey, Civil Engineer of Galveston, in the County of Galveston and State of Texas, United States of America, for improvements in machinery for decorticating jute, ramie, and other fibrous plants.

No. 3080 P.—Specifications of the undermentioned inventions have been filed under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of

one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying :—

No. 157 of 1891.—Edward Augustus Down, Deputy Conservator of Forests, Amballa, British Sirhind in the Punjab, India, but now temporarily residing at North Kilworth near Rugby in the County of Warwick, England, for "An improved night sight suitable for small arms and artillery. (Amended specification. Filed 27th October 1892.)

No 180 of 1891.—Richard Cunliff, of Pendleton, Engineer and Edward Barlow of Manchester, Manufacturer, both in the County of Lancaster, England, for "Improvements in the method of, and apparatus for, drying, calcining and evaporating town's slaughter-house and other refuse or substances or materials." (Filed 27th October 1892)

No. 214 of 1891.—Dr. Hermann Mehner at Hacketts town in the County of Warren, and State of New Jersey, for a process and apparatus for the utilization of the unchanged exhaust heat of Thermodynamical Process for motive power, heating or cooling purposes." (Filed 26th October 1892)

No. 169 of 1892.—John Arthur Dyrell Lloyd, of Trevandrum, Travancore State in the East Indies, Engineer, for "Automatic signals for Railway Level Crossing Gates" (Filed 26th October 1892.)

No. 179 of 1892.—The Vacuum Brake Company, Limited, a share Company, legally constituted and registered and having their principal place of business at 32 Queen Victoria Street in the City of London, England, for "Improved means applicable for use in railway trains fitted with pneumatic brakes for enabling passengers to signal the drivers and guards. (Filed 26th October 1892.)

No. 198 of 1892 —Francis Edward Elmore and Alexander Stanley Elmore, both of Spring Grove, Hunslet, Leeds in the County of York, England, Electrometallurgists for "An improvement in the manufacture of tubes by electrolysis. (Filed 24th October 1892)

No 23· of 1892.—Henry Sheehy Keating of No. 11, Prince's Garden, Kensington in the County of London, England, Barrister-at-Law, for "An electrical safety cut out" (Filed 24th October 1892.)

No. 236 of 1892.—Robert Gordon Orr and Frederick William Emery, both of Mount Road, Madras, in the Presidency of Madras, in the Empire of India, and there carrying on business together in co-partnership as Watch-makers, Diamond Merchants, Jewellers and Silver-Smiths under the style or firm of P. Orr and Sons for "A jointless bar link" (Filed 27th October 1892.)

No. 3081 *P*.—The fee prescribed in schedule 4 of Act V of 1888 has been paid for the continuance of exclusive privilege during the period 8th November 1892 to 7th November 1893 in respect of the undermentioned invention :—

No. 37 of 1888.—Thomas Toussaint Watson, Jabulpur, Assistant Locomotive Superintendent, Great Indian Peninsula Railway, for pulling punkas by a machine to be driven by water or steam-power, compressed air, electricity, vacuum or other motive power.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

II A 2

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 31st October 1892.

PARTICULARS	3½ per cent Transfer Loan of 1853-54	4 per cent Loans: Of 1832-33	Of 1835-36	Of 1842-43	Of 1854-55	Transfer of 1865	Reduced 4 per cent Loan of 1879	Total	4½ per cent Loans: Of 1870	Of 1878	Transfer Loan of 1879 4½ per cent Portion	Total	Transfer Loan of 1879, Seven Shillings per cent Portion	5 per cent Loan of 1856-57	GRAND TOTAL.
Balance of 15th October, 1892 . . .	55 200	12,34,027	21,64 400	3,59 83,400	15,95,28,700	4,09 56,100	1,90,42,000	25,89,08,627	36,000	2,23 700	63,61,800	66,21,500	1,34,800	31,200	26,57,51,327
Add—															
Amount of 4½ notes transferred to 7 4 in London		.		...		10,000	.	10 000	...	...		..			10,000
Amount of 4 4 notes transferred to 7/4 in London .				...			.			..					. .
Amount of 4 4 notes transferred to 7 4 in London	...						...				.	.	.		.
Amount enfaced at Madras between 16th and 31st October, 1892 .	...	...		1,10,000	20,300	1,08,100	10,000	2,48,400							2,48,400
Amount enfaced at Bombay between 16th and 31st October, 1892 . .				59 000	3,21 000	42,400	...	4,22 400		...	...		...		4,22,400
Amount enfaced at Calcutta between 16th and 31st October, 1892			.	62,000	1,000	39,400	...	1,02,400			8,000	8,000			1,10,400
	55 200	12,34,027	21,64,400	3,62,14 400	15,98,71,000	4,11 56,000	1,90 52 000	25 96 91 827	36,000	2,23,700	63,69,800	66,29,500	1,34,800	31,200	26,65,42,527
Deduct—															
Amount written off in the London Registers . .	..	...	10,000	1,05,000	1,000	1,000	12,000	1,29 000						..	1,29,000
Balance on 31st October, 1892	55,200	12 34,027	21 54 400	3,61,09 400	15,98,70,000	4,11,55 000	1,90 40 000	25 95 62,827	30,000	2,23,700	63 69 800	66,29 500	1,34,800	31,200	26,64,13,527

NOTE.—From 9th June, 1892, to 31st Aug 1892, enfaced from India 8 03 lakhs re-transferred from London 6 22 lakhs.
„ 1st Sept, 1892, „ 15th Sept „ ditto 8 „ ditto 17 „
„ 16th „ „ „ 30th „ „ ditto 8 „ ditto 4 „
„ 1st Oct „ „ 15th Oct „ ditto 8 „ ditto 9 „
„ 16th „ „ „ 31st „ „ ditto 8 „ ditto 1 „

8,063 lakhs / 6,753 lakhs.
6 753 „

Balance against India . 1,310 lakhs

PUBLIC DEBT OFFICE,
BANK OF BENGAL;
Calcutta, 5th November, 1892.

W. D. CRUICKSHANK,
Secretary & Treasurer

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 8th November, 1892

LIABILITIES				R	a.	p.
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
	R	a	p			
Public Deposits at Head Office	94,10,959	1	11	1,70,54,016	12	5
Public Deposits at Branches	76,43,057	10	6			
Other Deposits at Head Office and Branches				6,08,53,171	10	1
Bank Post Bills, etc.				2,37,107	13	4
Sundries				31,00,602	3	0
RUPEES				10,60,44,898	6	10

ASSETS.				R	a.	p.
Government Securities				83,60,267	8	0
Other authorized Investments				70,71,967	4	0
Loans on Government and other authorized Securities				69,97,949	8	8
Accounts of Credit on Government and other authorized Securities				71,01,992	8	11
Bills discounted and purchased				2,12,71,602	14	9
Balances with other Banks				4,56,266	5	4
Bullion				5,02,013	2	0
Dead Stock				12,38,218	4	9
Stamps				8,984	5	3
Sundries				16,03,350	5	0
				5,47,02,612	2	8
	R	a.	p.			
Cash and Currency Notes at Head Office	2,05,01,152	6	6	5,13,42,286	4	2
Cash and Currency Notes at Branches	3,08,41,133	13	8			
RUPEES				10,60,44,898	6	10

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 10th November, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 63 1.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 9th November, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 2nd November, 1892	68,32,877	
Value of Government silver in the Mint on the same date	17,41,796	85,74,673
ADD—		
Silver received by the Mint during the week on account of the Currency Department	2,30,921	
Ditto ditto Government	1,685	2,32,606
		88,07,279
DEDUCT—		
New coin paid to Reserve Treasury during the week	6,72,000	
Petty items issued for miscellaneous purposes	...	6,72,000
Balance on the evening of the 9th November, 1892	...	81,35,279
The Balance comprises—		
Silver held in account of the Currency Department	62,01,071	
Ditto ditto Government	19,34,208	81,35,279
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	4,18,765	
Ditto ditto Government	...	4,18,765

A. W. BAIRD, *Lieut.-Col., R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 10th November, 1892.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATIONS.

Simla, the 25th October, 1892.

No. 23.—The services of temporary Uncovenanted Medical Officer H. A. Mcleod are placed at the disposal of the Chief Commissioner of Assam until further orders.

The 26th October, 1892.

No 24.—The under-mentioned student of the Grant Medical College, Bombay, is admitted into the service as an Assistant Surgeon, with effect from the date specified —

Mr. S. J. N. Kotak, 17th October, 1892.

The 28th October, 1892.

No. 25.—The services of the under-mentioned 3rd grade Assistant Surgeons of the Imperial Establishment are placed temporarily at the disposal of the Chief Commissioner, Central Provinces.—

Gunda Mall.

Mrigendra Lal Mitra.

Lakhmi Narain Choudhrie.

S. J. N. Kotak.

J. RICHARDSON, *M.B.,*
Offg. Surgeon-General with the Govt. of India.

METEOROLOGICAL DEPARTMENT.

NOTIFICATION.

Calcutta, the 8th November, 1892.

APPOINTMENT.—Lala Hem Raj, appointed on probation on 12th April, 1887, is confirmed in his appointment of Personal Assistant to the Meteorological Reporter to the Government of India, with effect from the 1st May, 1888.

JOHN ELIOT,

Meteorological Reporter to the Govt. of India.

AGENT TO THE GOVR.-GENERAL IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 3rd November, 1892.

No. 6864.—With reference to Foreign Department Notification No 1711-G, dated the 15th October, 1892, Lieutenant A McConaghey, Indian Staff Corps, assumed charge of the office of Assistant Political Agent, Zhob, in the afternoon of the 24th October, 1892.

By Order,

W. STRATTON, *Captain,*

First Assistant.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATIONS

Quetta, the 2nd November, 1802.

No. 6806.—With reference to Foreign Department Notification No. 1526-G., dated the 10th September, 1892, Lieutenant A. F. Bruce, Indian Staff Corps, assumed charge of the office of Assistant Commissioner in Thal Chotiali, and Assistant Political Agent in Loralai and the Railway District, in the afternoon of the 17th October.

The 4th November, 1892.

No. 6904.—The Agent to the Governor-General and Chief Commissioner in Baluchistan is pleased to appoint Khan Bahadur Ahmad Yar Khan, Inspector of Police, to be Assistant District Superintendent of Police, Quetta-Pishin District, with effect from the 1st September, 1892.

By Order,

W. STRATTON, *Captain,*

First Assistant.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATION

Abu, the 4th November, 1892.

No. 4146-G.—With reference to Foreign Department Notification No. 1710-G., dated the 15th October, 1892, Captain M A. Tighe I.S.C., took over charge of his duties as Assistant to the Agent to the Governor-General in Rajputana on the afternoon of the 31st idem.

By Order,

L. S NEWMARCH, *Captain,*

First Asst. Agent to the Govr.-Genl., Rajputana.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 3rd November, 1892.

No. 29-A.—Lieutenant H. O Lathbury R.E., Assistant Engineer, held charge of the office of the Executive Engineer, Attock Special Defence Division, from the 25th August to the 17th October, 1892, inclusive, in addition to his own duties.

No. 30-A.—Lieutenant F. W. Saunders, R E., Assistant Engineer, held charge of the office of the Executive Engineer, Attock Special Defence Division, from the 3rd to the 24th August, 1892, inclusive, in addition to his own duties.

N. ARNOTT, *Lieut.-Colonel, R.E.,*

for Director-General of Military Works.

DIRECTOR-GENERAL OF RAILWAYS

NOTIFICATION.

Simla, the 3rd November, 1892.

No. 56.—The undermentioned Assistant Engineers, 2nd grade, passed the Professional Examination prescribed in Public Works Department Code, Volume I, Chapter II, paragraphs 12 to 14, and the Colloquial Examination prescribed in paragraph 17 of the same chapter on the 19th October, 1892 :—

Lieutenant R S. Muter, R.E.
Lieutenant F. M. Westropp, R.E.

R. A. SARGEAUNT, *Lieut.-Col., R.E.,*

Director-General.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion, Royal Irish Fusiliers of Infantry, dated at Allahabad, this 4th day of November, 1892.

Number, Rank, and Name,—No. 2619, Private Frank E. Kennedy.
Age,—24 years 9 months.
Height,—5 feet 5½ inches.
Colour of —
Complexion, fresh ; Hair, brown ; Eyes, brown.
Trade,—Labourer.
Date of Enlistment,—12th January, 1887.
Place of Enlistment,—Ashton-under-Lyne.

Parish and County in which Born,—St. Peters, London.
Date of Desertion or absence,—23rd October, 1892.
Place of Desertion or absence,—Allahabad.
Marks,—Two anchors and crown, left forearm Mole on back of left thigh.
Under 6 years' service

M. FAWKES, *Lieut-Colonel,*
Comdg. 1st Battn, Royal Irish Fusiliers

NORTHERN INDIA SALT REVENUE DEPARTMENT.

NOTIFICATION.

Agra, the 7th November, 1892

No. 236.—Mr. J. J. Durham, Superintendent, Gudha Manufacture, Sambhar Division, is appointed to officiate as Assistant Commissioner of the Didwana Division, during the absence on leave of Mr. G. A. Bradford, Assistant Commissioner.

R. M DANE,
Offg Commr. of the N. I. Salt Revenue Dept

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 8th November, 1892.

No. 9946.—Mr. G. A. T. Bennett, Deputy Post Master, Bombay, is granted privilege leave for one month and four days, from the 1st November, 1892 or from the date on which he may avail himself of it.

The 9th November, 1892.

No. 9971.—Babu Purna Chandra Mukerji, Superintendent of Post Offices, 4th grade, is granted privilege leave for one month and fifteen days, from the 14th October, 1892.

No. 9974.—Mr. F. B. O'Shea, Superintendent of Post Offices, 2nd grade, Bombay, is appointed, until further orders, to act as Personal Assistant to the Director-General, *vice* Mr. E. A. Doran, on deputation as 2nd Assistant Director-General.

A. U. FANSHAWE,
Dir.-Genl of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 8th November, 1892.

Abraham, J.
Allender, H. O.
Barton, E. G.
Bastien, J. V.
Bernie, A. H.
Bond, I. T.
Elias Aaron, J., & Co
Eustelme, Gve. & C.
Graham, R.
Mason, Thomas.
McIntosh, C. G.
Mordicai, Mrs. E. R.
McLean, Mrs.
Palmer, C. C.
Rawland, H. T.
Rankin, Mrs.
Skilling, Mrs. J. M.
Unger, C. E.
Vipan, A. S.
Whyte, Mrs. Knox

Letters marked "Care of Post Office."

Abbs Cooper, Miss.
Addis A.
Alexander, George.
Andrews, H. M.
Augustine, S. M.
Bathurst, B.
Barrington, E.
Barten, J. G.
Bell, Mrs.
Blakie, I.
Brewer, Thos.
Broomfield, A E., Esq
Brown, Frank
Brown, N.
Campbell, M.
Champles, Esq.
Charles, F. I
Charlton, J. G.
Clark, Harry.
Clark, Rev. F E.
Coles, J. A , Esq.
Cook, S. G.
Coxe, R. K.
Cross, J. C.
Deavin, H. P.
DeSouza, A. S. R.
Dowley, C. B.
Drew, Thos. M.
Drummond, G.
Dwyer, Dr. M. O.
Findlay, J. C.
Finkler, M
Friend, A. W. J.
George, J , Esq.
Grace, Mrs.
Hrimon, Alexis.
Harrington, Rev.
Hayes, Miss Alice.
Heavey, Reg. S.
Hlellde, Mrs
Hough, A., Esq
Hough, E.
Horn Baron, D.
Houston, U. K.
Humpage, Alf , Mr.
Isaacs, Elias H
Johnston, Mrs.
Kane, R J
Kramer, Miss Bethy.
Larratt, Mr.
Lemaitre, A.
Leonardi, F.
Leonardi, O.
Leslie, W
Lidstone, C. A
Macaulay Capt M.
Murray, Echlin
McCartney, John
McCoy, G E.
McCudden E G. J.
McElroy, H
Mittar, C H., Mrs
Moolla Moosajee.
Murphy, J C
Murphy, C. S.
Murray, Slade
Naylor, Mrs. H. A.
Naser, Sam. E.
Newcombe, Alfred.
Nyss, Mrs. E. W.
Olliver, E. C.
Parker, C.
Parsons, John.
Peatling, I. H.
Revedrod, John, Esq
Reynolds, R.
Robertson, Mr.
Rose, C. M.
Sanderson W. L.
Saxby, Frank.
Schmidt, H , Esq.
Smith, Ed. A., Esq
Smith, E., Esq.
Solm, Mrs. M.
Sponce, Reginald, Esq.
Stack Mr.
Staff, Ernest
Stmier, Beville.
Stark, Rev. A.
Summers, I.. Mr.
Swarcn, Sofia
Swettenham, F., Col
S. C M & Co
Tambkin, S.
Thompson L.
Van Opstal, L. S.
Wallace, R. G.
Wallace, R. E.
Wallerstein, Major.
Walton, H. E.
Woods, Vernon.
Wyndham, Wm.

Registered Letters.

Gay, R
Jones, F. H , Esq.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
Allen, D.
Aston, H. F.
Anderson, J., Vety. Sergt
Ager, M., Mrs.
Bowen, R.
Barhoza, A.
Bulkley, Mrs.
Bahrramgung.
Bradley, W. A.
Banksh, F.
Bromfield, A.
Benn, Mrs.
Brock, C.
Bachiler.
Browntam, R.
Brekett, A. E., Miss.
Brooke, H.
Baker, S , Sir.
Charlee, M. C.
Cozeneune, L.
Collins, J. O.
Clarke, F E., Revd.
Crowford, H. E.
Conolly, C. A.
Custic, A.
D'Silva, J
Downing, J S , Capt.
Devaie, Miss
Dick, A. K., Lt
Durout, H., Mrs.
Dohbroh, J.
Eddis, A. S.
Edwards, G , Pte.
Faulker.
Fabian, Geo.
Faulkner, W. A.
Feeldhouse, A., Mrs.
Fitz Gerald, N. Lody.
Genthe, S.
Goldenberg, I.
Ghertner, L.
Green, W.
Grand, Mrs.
Hughes, N.
Herton, J. H.
Hills, R.
Hunt, F.
Hodgson, C R.
Horloger, H.
Hancock, A.
Hiller, M.
Hillyard, Mrs.
Hurley, Al
Herdinge, C., Miss
Hubbard, C. E.
Harris, G.
Jeffries, W F.
Jackson, C J.
Kelly, E. H , Dr.
Koch, G.
Karapadi Ananthia.
Kithwell, E. O., Capt.
Kinloch, C. W
Lomaetre, Al. Monsure.
Lasulli.
Leonardi, F.
Leith, J.
Lendrom, J., Revd.
Macdonald, W. J.
Mayo, S.
Marrenburk, J.
Murray, E. G.
Mohomed Baks.
Manchersha, N. R. R
Moritz, L.
Mongrshrao, P.
Mocwis, P.
Martindale, De Butts, C. S., Capt.
Nazarith, L. J
Nolan, A. H., Mrs.
Narht, E.
Owen, W. S.
Pukett, G. A.
Pilts, S., Mrs.
Pereira, Miss.
Prinslly
Peterson, C.
P. Juwala Pursad
Pittar, F. E.
Prosperi, L.
Pearson, A , Mrs.
Rinkel, F.
Ray, H.
Russell, A. J.
Rassell, C. H.
Richards, C. W. G.
Sharphin, A C.
Stewart, C. H
Shriman Indoo Sharma.
Stageman, E. A., Mrs
Southgate, P.
Shewa Gopal.
Shvarts, M.
Stevens, W. I.
Sloddard, W. A.
Szechnye, A., Count
Stiphenson, I.
Stuart, W. P., Gl.
Sinclair, W. J.
Sgouropeilas, I.
Stony, Miss.
Spencer, G
Summers, I., Miss.
Swvewright, C. F, Capt.
Smith, A.
Townsend, E. S.
Truemayne, S.
Thomson, J.
Teelchen, E., Mrs.
Thomas, C.
Vukers, W.
Williamson, A., Mrs.
Whealby, H. S., Major.
Wood, Mrs.
Woli Mohomed.
Watchmeister, A., Count.
Zahur Mohomed.

Unclaimed Letters held in the Barrackpore Post Office on the 7th November, 1892

Arbuthnot, F.	Hollingbery, D	Stephen, W M
Beaver, Mr	Inally W M	Steuart, F G
Bellairs, Mr	Jobbins, W H	Stewart, J R
Bowman, W	Ladge, J G	Symons, H
Chamberlain, E	Lindsay, N	Thompson, H R W
Court, M H	Marklew H	Walker, Mrs
Gray, T L.	Pigot, J L	Wheleeross, W
Hill, B C.	Pigot, Mr	
Hill, R	Pym, F.	

GEO ED WALKER,

Offg Presidency Postmaster, Calcutta.

The 12th November, 1892

SEA AND FOREIGN MAILS

Mails for	Date of closing at Calcutta	Route by which despatched
	1892	
Egypt, Europe, America Cape Colonies through United Kingdom	16th Nov	Per P & O Steamer from Bombay
Ditto (Book Post and Pattern Packets)	15th ,,	Ditto
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam) Philippine Islands, China, and Japan	14th ,,	Ditto
Australia, New Zealand, and Tasmania	14th ,,	Ditto
Madras, Pondicherry, Ceylon, Batavia, Singapore, and China	19th ,,	Per French Str *Niemen.*
Colombo	16th ,,	Per P & O Str *Chusan*
Straits, China, and Japan	22nd ,,	Per Steamer *Wingsang*
Rangoon and Moulmein	15th ,,	Per Steamer *Purnea*
Rangoon Moulmein, Penang, and Singapore	18th ,,	Per Steamer *Africa*
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Secy under the Inventions and Designs Act

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The Gazette of India.

No. 46.} CALCUTTA, SATURDAY, NOVEMBER 12, 1892

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A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE THREE MONTHS ENDING THE 31st MARCH, 1892.

No. 483 R. Stat., dated Simla, the 1st November, 1892.

ORDER—By the Government of India, Public Works Department

Read again—

Public Works Department Resolution No. 7 3 R. T., dated the 17th October 1890.

Public Works Department Order No. 33 R. Stat, dated the 15th September 1891.

Read also—

The following note by the Director General of Railways, No. 427 Stat., dated the 21st October 1892, with abstract returns of accidents to trains, etc., on the open lines of railway in India for the three months ending the 31st March 1892.

The following summary gives the total number of accidents to trains, rolling stock,

A

Summary of accidents to trains, rolling stock, etc.

permanent-way, etc., for the three months ending the 31st March 1892, distributed under the classification adopted in Abstract No. 4 of the returns :

Serial No.	Classes of Accidents.	Average number of accidents during the corresponding periods of 1890 and 1891.	Three months ending the 31st March 1892. Number. Accidents reported to local governments under section 83 of the Indian railways act (IX of 1890).	Number. Other accidents.	Number. Total	Number of Passengers and others. Killed	Number of Passengers and others. Injured.	Number of Servants. Killed.	Number of Servants. Injured.	Total all classes. Killed.	Total all classes. Injured.
1	Collisions between passenger trains or parts of passenger trains	4	1	...	1	3	...	...	...	3	...
2	Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	13	6	15	21	...	6	5	4	5	10
3	Collisions between goods trains or parts of goods trains	22	5	13	18	...	...	.	3	..	3
4	Collisions between light engines	3	2	16	18	...	...	...	...	...	..
5	Passenger trains or parts of passenger trains leaving the rails	14	9	13	22	1	2	..	...	1	2
6	Goods trains or parts of goods trains, engines, etc., leaving the rails	74	5	95	100	...	...	1	2	1	2
7	Trains or engines travelling in the wrong direction through points	11	2	23	25	...	...	1	2	1	2
8	Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...
9	Trains running over cattle on the line	296	...	392	392	...	...	...	...	...	...
10	Trains running over obstructions on the line	38	1	30	31	(a)1	...	.	1	1	1
11	Trains running through gates at level-crossings	17	...	20	20	...	..	...	...	...	...
12	The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...
12(a)	The bursting of tubes, etc., of engines	36	...	28	28	..	...	...	...	...	...
13	The failure of machinery, springs, etc., of engines	100	...	126	126	...	...	...	...	...	...
14	The failure of tyres	1	..	3	3	...	...	...	...	...	...
15	" " of wheels	...	...	1	1	..	...	...	...	...	...
16	" " of axles	19	2	19	21	...	...	...	...	...	...
17	" " of brake apparatus	...	...	2	2	...	...	...	...	...	...
18	" " of couplings	59	...	52	52	...	...	...	...	...	...
19	" " of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...
20	Broken rails	10	...	19	19	...	...	...	...	...	...
21	The flooding of portions of permanent-way	3	1	...	1	...	...	...	..	...	...
22	Slips in cuttings or embankments	7	...	3	3	...	...	...	...	...	...
23	Fire in trains	54	1	72	73	...	...	...	...	...	..
24	Fire at stations, or involving injury to bridges or viaducts	17	...	17	17	...	...	...	...	...	...
25	Other accidents	48	2	70	72	...	...	...	1	...	1
	Total for the three months ending the 31st March 1892	...	37	1,029	1,066	(b)5	8	7	13	12	21
	Total—Average of the corresponding periods of 1890 and 1891	...	...	...	846	3	10	5	10	8	20

(a) Not a passenger.
(b) Of these, one was not a passenger.

2. As compared with the average of the two corresponding quarters of 1890 and 1891, the number of accidents to trains, rolling stock, permanent-way, etc., during the first quarter of 1892, shews an increase of 220 or 26·00 per cent., with an increase of 1,113 miles, or 6·84 per cent. in the mean mileage worked, and of 1, 617,754 miles, or 11·02 per cent. in the train-mileage run.

Principal variations as compared with the average of the corresponding quarters of 1890 and 1891.

3. The chief increases occurred under "Collisions between light engines" 18 against 3; "Goods trains or parts of goods trains, engines, etc., leaving the rails," 100 against 74; "Trains or engines travelling in the wrong direction through points," 25 against 11; "Trains running over cattle on the line," 392 against 296; "The failure of machinery, springs, etc., of engines," 126 against 100; "Fire in trains," 73 against 54; and "Other accidents," 72 against 48.

4. The increase under "Collisions between light engines" was chiefly due to the numbers recorded on the East Indian and North Western railways having risen from 1 to 9 and *nil* to 3 respectively.

5. "Goods trains or parts of goods trains, engines, etc., leaving the rails" shewed an increase of 26 accidents. The chief variations were increases of 27 on the South Indian railway and 6 on the North Western railway, and a decrease of 7 on the Bengal and North Western railway including the Tirhoot section.

6 Of the increase of 14 accidents under "Trains or engines travelling in the wrong direction through points," 7 occurred on the East Indian railway and 5 on the Bengal-Nágpur railway.

7. The number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 122; next to that line comes the South Indian railway with 61; then the Eastern Bengal state railway with 36, the Madras railway with 26, the Great Indian Peninsula railway with 22, and the East Indian and Rajputana-Malwa railways with 19 each.

As compared with the average of the corresponding quarters of the two previous years, the chief increases occurred on the Southern Mahratta and South Indian railways, *viz.*, 61 and 32 accidents respectively.

In relation to train-mileage run, however, the number was highest on the Dibru-Sudiya railway, which gave an average of 1 accident in 2,877 train-miles, the Southern Mahratta railway coming next with an average of 1 in 4,093; then the Jorhát, the Nizam's Guaranteed State, the South Indian and the Eastern Bengal state railway with averages of 1 in 6,806, 1 in 11,350, 1 in 12,293, and 1 in 22,350, respectively. The lowest number recorded relatively to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 654,769, the Indian Midland railway coming next with an average of 1 in 242,374; then the North Western railway with 1 in 150,871, the Great Indian Peninsula railway with 1 in 133,770, the East Indian railway with 1 in 131,707, and the Bengal and North Western railway, including the Tirhoot section, with 1 in 125,003.

8. Under "The failure of machinery, springs, etc, of engines," the principal variations were increases of 16 accidents on the North Western railway, of 11 each on the East Indian and Bengal-Nágpur railways, and a decrease of 17 on the Nizam's Guaranteed State railway.

9. The cases of "Fire in trains" were more by 19, of which 35 against 19 occurred on the Great Indian Peninsula railway.

10. "Other accidents" shewed an increase of 24, of which 23 occurred on the East Indian railway.

11. The accidents under "Passenger trains or parts of passenger trains, leaving the rails" numbered 22 against 14, of which 7 against *nil* were recorded on the East Indian railway alone.

Casualties to passengers and servants, not included in para 1, as compared with the average of the corresponding quarters of 1890 and 1891

12. The casualties to passengers and servants in the employ of railways or of contractors, from accidents not coming under the classification adopted in paragraph 1, were, in the case of passengers, 15 killed and 32 injured, against 16 killed and 32 injured, and, in the case of servants, 43 killed and 147 injured, against 32 killed and 117 injured (for details, *vide* abstract No. 2).

Total casualties from all causes

13. The total casualties to persons from all causes, including trespassers, cases of suicide, etc., were 132 killed and 219 injured, against 131 killed and 189 injured, the average of the corresponding quarters of the two preceding years for details, *vide* abstract No. 2).

Casualties in yards, workshops, etc

14. In addition to the above, 28 persons were reported to have been killed and 42 injured in yards, workshops, etc., and 346 persons to have died in carriages and at stations from causes unconnected with the working of trains.

Casualties resulting from accidents to trains, rolling stock, etc for the 1st quarter of 1892.

15. The following table gives, for *the first quarter of 1892*, the number of accidents as classified in paragraph 1, which resulted in loss of, or injury to, life and limb, and shews the railways on which they occurred

Railway.	Number of accidents during the 1st quarter of 1892	Passengers and others		Servants		Total	
		Killed	Injured	Killed	Injured	Killed.	Injured
Bengal-Nágpur .	2		1	1	1	1	2
Bengal and North-Western	1				1		1
Rajputana-Malwa . . .	2	3	2	5	2	8	4
Southern Mahratta .	1				1		1
South Indian	1		3			..	3
North Western . . .	4	1	2	1	2	2	4
Great Indian Peninsula .	6	1			5	1	5
The Gaekwar's Dabhoi .	1				1		1
Total .		5	8	7	13	12	21
Average of the two corresponding quarters of 1890 and 1891 .		3	10	5	10	8	20

16. *Bengal-Nágpur railway.*—On the 10th January 1892, a collision took place at Chakardharpore between a down goods and an up mail train. The accident was principally due to the assistant station master having allowed shunting to take place after line-clear had been given for the in-coming mail train. A passenger was injured.

On the 9th March 1892, a shunting engine with a horse-box and two wagons collided with the brake-van of an up goods train at Chakardharpore through the carelessness of the pointsmen. A pointsman—the man at fault—was killed and another seriously injured.

17. *Bengal and North-Western railway*—A trollyman, while bringing a trolly on the main line at Bunwárchak, was hurt by the trolly having run against a truck which was standing on the line.

18. *Rajputana-Malwa railway.*—On the 21st January 1892, a collision took place between an up mail and a down goods train at mileage 272-4 between Ajmere and Madár stations owing to the carelessness of the sub-assistant station master. Two passengers were slightly injured and five railway servants killed and two seriously injured. There was also considerable damage to rolling stock. The sub-assistant station master who was at fault was prosecuted

and sentenced to pay a fine of R50. A *detailed report of this accident will be found in the appendix to the abstract return of accidents.*

On the 26th March 1892, a down special passenger collided with another down special at Ratika Nagla owing to one train having been admitted to the station while the other was standing foul of the points. Three passengers were killed. The station master who was at fault was prosecuted and sentenced to one year's rigourous imprisonment.

19. *Southern Mahratta railway.*—On the 22nd March 1892, a shunting engine, while going to shed at Gadag, ran on to the platform line and collided with a down mixed train standing there. The accident was due to the points not having been properly set. A pointsman was slightly injured.

20. *South Indian railway.*—On the 26th February 1892, while the engine and front portion of an up mixed train were shunting at the Nillikuppam station, an up material special collided with the rear portion of the train owing to the driver of the material special having run past the danger signal. Three passengers were injured.

21. *North Western railway*—On the 3rd March 1892, a collision took place between an up goods and a down goods train at Wán Rádhirám through the carelessness of the points jemadar. A fireman was slightly hurt. The jemadar has been dismissed.

On the 10th March 1892, a down special empty train entered Gujránwála station against signals and collided with a down goods train. A fireman was slightly injured, and the rolling stock considerably damaged. The driver of the special empty, through whose carelessness the accident occurred, was prosecuted, but was acquitted by the District Magistrate, Lahore.

On the 18th March 1892, the bunder local train while coming to Sehwan was put on two lines, and a brake-van was derailed and a third class carriage overturned. The accident was owing to the points jemadar not having held the points lever. One passenger was killed and two slightly injured. Permanent-way and rolling stock were also damaged.

On the 31st March 1892, a material trolly was derailed at mileage 468 between Tandúrí and Babar Kach stations, and a contractor's cooly who was on the trolly received serious injuries which ended fatally.

22. *Great Indian Peninsula railway.*—On the 5th February 1892, an up mixed came in against signals and collided with a ballast engine at Wardha. Two wagons were smashed and two damaged. A railway servant was also slightly injured.

On the 23rd February 1892, a cart was run over by a special goods train at a level-crossing near Shegaon. The accident was caused by the carelessness of the gateman, who had fallen asleep, leaving the gates open. One bullock was killed, and the cartman received severe injuries which resulted in death.

On the 24th February 1892, a brake-van whilst being hand-shunted into the up yard at Kására collided with an engine, and the pointsman, who was in the brake-van, was injured.

On the 12th March 1892, certain wagons of a ballast train were derailed while shunting at Tápti, owing to the points having been reversed. A ballast cooly woman, in jumping from one of the derailed wagons, was slightly injured.

On the 15th March 1892, while an up special goods was being placed in a siding at Diva to allow a mail train to pass, the rear brake of the former train capsized and two wagons derailed. The accident was due to the carelessness of the muccadum. The guard of the brake, in jumping out, was slightly injured, and the rolling stock and permanent-way considerably damaged.

On the 31st March 1892, a brake-van collided with two machine-brakes on the ghât line yard at Kására through the carelessness of the pointsman. A brakesman was slightly injured.

23. *The Gaekwar's Dabhoi railway.*—On the 11th March 1892, a salt wagon whilst being hand-shunted at Miyágám ran over a closed point through the

neglect of the shunting staff. A contractor's cooly, who was standing on the wagon, was injured.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab
The Chief Commissioners of the Central Provinces, Burma, and Assam.
The Resident at Hyderabad.
The Resident in Mysore
The Agents to the Governor General for Rajputana, Central India, and Baluchistan
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Central Division, Lucknow, and Assam

ORDER—Ordered, that the above note with the abstract returns, be communicated for information to the local governments and administrations, and to the officers noted in the margin.

Ordered also, that copies be forwarded for the information of Her Majesty's Government.

Ordered further, that the note, with the abstract returns, be published in the supplement to the *Gazette of India.*

F. B. HEBBERT, *M. Inst. C.E.*,
Under-Secretary.

Documents accompanying.

Abstract returns of accidents for the three months ending the 31st March 1892

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER of PERSONS reported, during the THREE MONTHS ending the 31st March 1892, as KILLED or INJURED on ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	Killed	Injured	
PASSENGERS:—			
From accidents to trains, rolling stock, permanent-way, etc.	4	8	
By accidents from other causes, including accidents from their own want of caution or misconduct	15	32	
SERVANTS:—			
From accidents to trains, rolling stock, permanent-way, etc.	7	13	
By accidents from other causes, including accidents from their own want of caution or misconduct	43	147	
OTHER PERSONS:—			
Whilst passing over railways at level-crossings	6	3	
Trespassers	39	10	
Suicides	15	2	
Miscellaneous, not included in either of the above	3	4	
TOTAL	132	219	

ABSTRACT

NUMBER of PERSONS reported, during the THREE MONTHS ending 31st March 1892, as KILLED OR INJURED in INDIA by the RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

Serial No.	RAILWAYS	PASSENGERS: From accidents to trains, etc., see abstracts Nos. 3 and 4 — Killed	Injured	From causes other than accidents to trains, etc.: 1.—From falling between carriages and platforms — Killed	Injured	2.—Falling on to the platform, ballast, etc., when getting in or out of trains — Killed	Injured	3.—Whilst crossing the line at stations — Killed	Injured	4.—By the closing of carriage doors — Killed	Injured	5.—Falling out of carriages during the travelling of trains — Killed	Injured	6.—Other accidents — Killed	Injured	TOTAL — Killed	Injured	TOTAL PASSENGERS — Killed	Injured	SERVANTS: From accidents to trains, etc., see Abstracts Nos. 3 and 4 — Killed	Injured	From: 1.—During shunting operations — Killed	Injured	2.—Falling off engines, vans, wagons, etc. — Killed	Injured	3.—Coming in contact with over bridges, etc., during the travelling of trains — Killed	Injured	4.—Coming in contact, while shunting with vehicles, etc., standing in adjoining lines — Killed	Injured	5.—Getting on or off trains, engines, etc. — Killed	Injured	6.—Whilst loading, unloading or sheeting — Killed	Injured
	STATE LINES WORKED BY COMPANIES																																		
	Standard gauge.																																		
I	East Indian (a)			2	1		2		1			1	3	1		4	7	4	7			3	1									.	3
III	Bengal-Nágpur		1									1				1		1	1	1	1		1							1	2		..
IV	Indian Midland (b)											1	3			1	3	1	3													.	.
	Metre gauge.																																		
X	Bengal and North Western—Tirhoot section / Company's „												1				1		1		1		1	1								.	
XII	Rajputana-Malwa (c)	3					1					1	2			1	3	1	5	5	2	1									1		
XIII	Southern Mahratta (d)												1				1		1		1		1							.			
XV	South Indian		3	1												1		1	3					1	1						1		2
	STATE LINES WORKED BY THE STATE																																		
	Standard gauge.																																		
XIX	North Western (e)	1	2					1		2	1	1	7			1	8	5	10	1	2	2	1	1						2	1		1
XXI	Oudh and Rohilkhand				1		..						4				5		5							1					1		
XXII	Eastern Bengal (f)												1				1		1													1	16
XXIV	Calcutta Port Commissioners'	Information not furnished																															..
	Metre gauge																																		
XXX	Burma (g)																								1							..	..
	Special gauges																																		
XXXII	Nalhati (4′ 0″)	Information not furnished																																	
XXXIII	Cherra-Companyganj (2′ 6″)																															...	
XXXIV	Jorhat (2′ 0″)																																
	LINES WORKED BY GUARANTEED COMPANIES																																		
	Standard gauge																																		
XXXV	Great Indian Peninsula (h)						2								1	1	3	1	3			1	2	2							2		6
XXXVI	Bombay, Baroda and Central India (i)					1										1		1															
XXXVII	Madras					1										1		1				1											4
	ASSISTED COMPANIES																																		
	Metre gauge																																		
XL	Deoghur													...																			.
XLI	Rohilkhand-Kumaun (j)													.														..					.
XLII	Dibru-Sadiya													.																			..
	Special gauges																																		
XLV	Darjeeling Himalayan (2′ 0″)																																
XLVI	Thatôn-Duyinzaik (2′ 6″)																																
	LINES OWNED BY NATIVE STATES AND WORKED BY COMPANIES																																		
	Standard gauge																																		
L	The Nizam's Guaranteed State (k)																							2									1
	Special gauge																																		
LIV	The Gackwar's Dabhoi (2′ 6″)																															.	
	LINES OWNED AND WORKED BY NATIVE STATES																																		
	Metre gauge																																		
LIX	Jodhpore-Bickaneer																					1		1									
LX	Bhavnagar Gondal Junágadh-Porbandar																																
	Special gauge.																																		
LXI	Morvi (2′ 6″)																																
TOTAL	1892	1	8	3	2	2	5	'	1	3	1	5	22	1	1	15	32	19	40	7	13	9	7	9	4	1	1	..	.	3	9	1	38
TOTAL	Average for corresponding periods of two previous years		5	4	6	2	3					7	20	3	3	16	32	16	37	5	10	6	9	'	12	1			1	6	10		14

(a) Includes the Patna-Gya, Tarakeshwar, and Delhi Umballa Kalka railways
(b) „ the Bhopal Itarsi railway
(c) „ the Guickwar's Mehsana railway.
(d) „ the Mysore and Kolhapur railways
(e) „ the Amritsar-Pathánkot, Rájpura-Bhátinda and Jammu and Kashmir railways.
(f) „ the narrow gauge sections and the Bengal Central railway.

No. 2.

TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between PASSENGERS, the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY.

VANTS. — CAUSES OTHER THAN ACCIDENTS TO TRAINS, &c.																														OTHERS.												
7.—Whilst braking, spragging, or checking wheels.		8.—Whilst working at cranes or capstans.		9.—Whilst working on the permanent-way or in sidings.		10.—Whilst walking along the line on the way home, or to work.		11.—Whilst walking, crossing, or standing on the line.		12.—Whilst passing between vehicles.		13.—Whilst attending to the machinery of engines, cleaning them, &c.		14.—Whilst attending to gates at level-crossings.		15.—Falling or being caught between vehicles and platforms.		16.—Falling off ladders, scaffolds, platforms, &c.		17.—By falling of lamps, wagon doors, timber, weights, &c.		18.—Whilst coupling or uncoupling wagons.		19.—Miscellaneous.		TOTAL.		TOTAL SERVANTS.		Whilst passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		TOTAL OTHERS.		TOTAL, ALL CLASSES.		Serial No.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	1	...	...	...	2	1	..	...	4	...	...	...	2	...	...	...	2	...	...	...	...	...	2	1	15	5	33	5	33	...	1	12	2	7	..	...	...	19	3	28	48	I
..	...	...	...	..	..	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	1	...	2	5	3	6	...	...	2	...	1	...	1	...	4	..	8	7	III
..	...	...	..	..	.	..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	1	...	..	1	1	1	1	1	..	..	...	...	1	...	...	...	1	..	3	4	IV
..	...	...	...	...	...	..	...	...	...	.	...	...	..	...	...	...	..	...	...	...	.	..	...	...	...	1	1	1	2	...	...	2	..	...	...	...	...	2	...	3	3	X
..	..	..	...	...	.	...	...	..	...	...	...	...	...	...	...	...	...	...	1	..	...	.	2	...	...	1	7	6	[illegible]	...	1	2	4	1	...	...	...	3	5	13	19	XII
..	...	..	..	...	...	...	..	1	...	...	...	...	...	..	...	...	...	...	..	..	.	2	1	...	3	3	5	3	6	2	...	1	1	1	..	2	...	6	1	9	8	XIII
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	1	..		1	2	5	2	5	..	...	3	1	...	...	...	...	3	1	6	9	XV
..	..	..	..	1	..	...	...	...	...	...	..	...	1	...	...	...	..	.	1	...	...	1	1	...	1	7	7	8	9	1	...	8	1	1	...	...	2	10	3	23	22	XIX
...	...	..	...	.	..	...	...	...	...	..	...	...	...	1	...	...	1	...	...	.	..	1	...	...	..	3	2	3	2	1	1	1	...	...	1	...	...	2	2	5	9	XXI
...	...	..	.	1	...	.	...	...	...	...	..	...	1	...	...	...	..	...	...	...	...	...	...	...	8	3	25	3	25	..	..	1	1	...	...	...	1	1	2	4	28	XXII
...	...	...	..	...	..	...	...	..	...	...	..	...	...	..	...	...	...	...	..	...	..	...	...	..	...	...	...	..	.	..	..	..	..	..	...	..	..	...	..	..	...	XXIV
...	...	...	...	..	..	...	.	...	...	...	...	...	..	...	...	...	...	..	...	..	...	...	1	..	1	...	3	.	3	...	..	1	...	..	...	...	..	1	...	1	3	XXX
...	...	...	...	..	...	...	...	...	...	...	...	...	...	...	...	..	...	..	...	...	...	...	...	..	...	...	...	...	..	..	...	...	..	...	..	...	...	...	...	..	..	XXXII
...	...	...	..	...	...	...	...	.	...	...	...	...	.	..	...	...	...	..	...	.	...	...	...	...	...	..	...	..	..	..	...	..	...	...	..	...	...	..	..	...	..	XXXIII
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...	2	...	...	.	1	..	..	1	3	1	...	...	..	...	...	...	...	.	...	...	5	.	3	...	6	5	30	5	35	1	...	3	...	2	..	...	...	6	..	12	38	XXXV
...	...	...	...		..	...	...	2	..	1	..	...	...	...	...	...	...	.	...	..	1	..	1	...	2	3	4	3	4	1	...	...	...	1	1	...	..	2	1	6	5	XXXVI
...	...	...	..	...	..	...	...	1	2	...	...	...	..	...	...	...	...	...	2	...	2	...	1	...	6	2	17	2	17	...	...	..	...	..	...	...	1	...	1	3	18	XXXVII
...	..	...	..	..	..	.	...	...	...	..	...	...	...	...	...	...	...	..	.	...	..	..	...	...	...	...	...	...	...	...	...	...	..	..	...	..	...	...	...	...	...	XL
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...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	..	...	...	...	...	...	..	2	2	2	2	..	...	2	...	...	...	...	...	2	...	4	2	L
...	...	...	...	.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	..	.	...	...	...	...	...	...	1	..	...	...	...	...	...	...	...	...	...	...	1	LIV
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...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	.	...	...	...	1	...	1	...	1	...	...	..	...	...	...	...	...	...	...	..	1	...	LX
...	...	..		...	...	...	...	...	...	...	..	...	...	...	...	..	..	...	...	..	..	..	...	..	...	.	...	...	.	...	...	1	..	...	...	..	.	1	..	1	...	LX
...	3	...	...	2	3	1	...	5	9	2	...	...	7	1	...	..	3	..	4	...	8	6	12	3	44	43	147	50	160	6	3	39	10	15	2	3	4	63	19	132	219	
...	1	...	2	3	1	...	...	6	11	2	1	1	5	...	...	...	1	...	3	..	4	2	14	3	27	32	117	37	127	7	6	48	16	18	1	5	2	78	25	131	189	

(g) Includes the Toungoo-Mandalay and the Mu valley railways
(h) " the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways.
(i) " the Gaekwar's Petlád railway.
(j) " the Lucknow-Bareilly section,
(k) " the Bezváda extension.

ABSTRACT No. 3.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the THREE MONTHS ending 31st March 1892, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS AND OTHERS and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident.

I. EAST INDIAN (a).

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	2	...	2	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	2	...	2	...	...	...	...	...	...
4. Collisions between light engines	2	7	9	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	5	2	7	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	4	5	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	7	7	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	19	19	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	5	5	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	16	16	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	2	2	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	3	3	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	2	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	3	3	...	...	...	...	...	...
25. Other accidents	1	26	27	...	...	...	...	...	...
TOTAL ALL CLASSES	13	99	112	...	...	...	...	...	...

III. BENGAL-NAGPUR.

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	...	1	...	1	...	...	...	1
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	2	...	2	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	8	8	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	4	6	...	...	1	1	1	1
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	15	15	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	14	14	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	13	13	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...
25. Other accidents	...	11	11	...	...	...	...	...	...
TOTAL ALL CLASSES	5	72	77	...	1	1	1	1	2

IV. INDIAN MIDLAND (b).

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	7	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	2	2	...	...	...	...	...	...
10. Ditto over obstructions on the line	1	...	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	1	1	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	5	5	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	1	2	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	1	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	2	20	22	...	...	...	...	...	...

X.—BENGAL AND NORTH WESTERN—TIRHOOT AND COMPANY'S SECTIONS.

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	3	3	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	6	6	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	3	3	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	1	...	1	...	...	...	1	...	1
TOTAL ALL CLASSES	1	15	16	...	...	...	1	...	1

XII. RAJPUTANA-MALWA (c).

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	No.: Other accidents.	No.: Total.	Number of passengers and others: Killed.	Number of passengers and others: Injured.	Number of servants: Killed.	Number of servants: Injured.	Total all classes: Killed.	Total all classes: Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	3	...	...	...	3	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	1	2	...	2	5	2	5	4
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	2	2	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	19	19	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	3	3	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	2	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	9	9	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	13	13	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...
18. Ditto of couplings	...	8	8	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	4	4	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	2	2	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	3	3	...	...	...	...	...	...
25. Other accidents	...	3	3	...	...	...	...	...	...
TOTAL ALL CLASSES	2	74	76	3	2	5	2	8	4

(a) Includes the Patna-Gya, Tárakeshwar, and Delhi-Umballa-Kalka railways.

(b) Includes the Bhopal-Itársi railway.

(c) Includes the Gaekwar's Mehsána railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the THREE MONTHS ending 31st March 1892, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS AND OTHERS and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*contd.*

XIII — SOUTHERN MAHRATTA (a)

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Injured	Number of servants: Killed	Injured	Total all classes: Killed	Injured
1. Collisions between passenger trains or parts of passenger trains									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line									
3. Collisions between goods trains or parts of goods trains									
4. Collisions between light engines									
5. Passenger trains or parts of passenger trains leaving the rails									
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		2	2						
7. Trains or engines travelling in the wrong direction through points		1	1				1		1
8. Trains running into stations or sidings at too high a speed									
9. Trains running over cattle on the line		122	122						
10. Ditto over obstructions on the line									
11. Ditto through gates at level crossings									
12. The bursting of boilers of engines									
12(a) Ditto of tubes, etc., of engines		7	7						
13. The failure of machinery, springs, etc., of engines		[illegible]	14						
14. The failure of tyres		1	1						
15. Ditto of wheels									
16. Ditto of axles									
17. Ditto of brake apparatus									
18. Ditto of couplings		7	7						
19. Ditto of tunnels, bridges, viaducts, culverts, etc.									
20. Broken rails									
21. The flooding of portions of permanent way									
22. Slips in cuttings or embankments									
23. Fire in trains		9	9						
24. Fire at stations, or involving injury to bridges or viaducts		1	1						
25. Other accidents		1	1						
TOTAL ALL CLASSES		165	165				1		1

XV — SOUTH INDIAN

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Injured	Number of servants: Killed	Injured	Total all classes: Killed	Injured
1. Collisions between passenger trains or parts of passenger trains									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1		1		3				3
3. Collisions between goods trains or parts of goods trains	1	1	2						
4. Collisions between light engines		2	2						
5. Passenger trains or parts of passenger trains leaving the rails									
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		30	30						
7. Trains or engines travelling in the wrong direction through points		1	1						
8. Trains running into stations or sidings at too high a speed									
9. Trains running over cattle on the line		61	61						
10. Ditto over obstructions on the line		3	3						
11. Ditto through gates at level crossings		6	6						
12. The bursting of boilers of engines									
12(a) Ditto of tubes, etc., of engines									
13. The failure of machinery, springs, etc., of engines		2	2						
14. The failure of tyres									
15. Ditto of wheels		1							
16. Ditto of axles	1	1	2						
17. Ditto of brake apparatus		1	1						
18. Ditto of couplings									
19. Ditto of tunnels, bridges, viaducts, culverts, etc.									
20. Broken rails									
21. The flooding of portions of permanent way									
22. Slips in cuttings or embankments									
23. Fire in trains		3	3						
24. Fire at stations, or involving injury to bridges or viaducts									
25. Other accidents									
TOTAL ALL CLASSES	3	112	115		3				3

XIX — NORTH WESTERN (b)

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Injured	Number of servants: Killed	Injured	Total all classes: Killed	Injured
1. Collisions between passenger trains or parts of passenger trains									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line									
3. Collisions between goods trains or parts of goods trains	2	3	5				2		2
4. Collisions between light engines		3	3						
5. Passenger trains or parts of passenger trains leaving the rails	1	2	3	1	2			1	2
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	1	15	16			1		1	
7. Trains or engines travelling in the wrong direction through points		2	2						
8. Trains running into stations or sidings at too high a speed									
9. Trains running over cattle on the line		15	15						
10. Ditto over obstructions on the line		2	[illegible]						
11. Ditto through gates at level crossings		5	5						
12. The bursting of boilers of engines									
12(a) Ditto of tubes, etc., of engines		11	11						
13. The failure of machinery, springs, etc., of engines		30	3						
14. The failure of tyres									
15. Ditto of wheels									
16. Ditto of axles									
17. Ditto of brake apparatus									
18. Ditto of couplings									
19. Ditto of tunnels, bridges, viaducts, culverts, etc.									
20. Broken rails		4	4						
21. The flooding of portions of permanent way	1		1						
22. Slips in cuttings or embankments		2	2						
23. Fire in trains		2	2						
24. Fire at stations, or involving injury to bridges or viaducts		1	1						
25. Other accidents		14	14						
TOTAL ALL CLASSES	5	110	115	1	2	1	2	2	4

XXI — OUDH AND ROHILKHAND

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Injured	Number of servants: Killed	Injured	Total all classes: Killed	Injured
1. Collisions between passenger trains or parts of passenger trains									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		1	1						
3. Collisions between goods trains or parts of goods trains		2	2						
4. Collisions between light engines		1	1						
5. Passenger trains or parts of passenger trains leaving the rails									
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		1	1						
7. Trains or engines travelling in the wrong direction through points									
8. Trains running into stations or sidings at too high a speed									
9. Trains running over cattle on the line		9	9						
10. Ditto over obstructions on the line									
11. Ditto through gates at level crossings		3	3						
12. The bursting of boilers of engines									
12(a) Ditto of tubes, etc., of engines		1	1						
13. The failure of machinery, springs, etc., of engines									
14. The failure of tyres									
15. Ditto of wheels									
16. Ditto of axles									
17. Ditto of brake apparatus									
18. Ditto of couplings		1	1						
19. Ditto of tunnels, bridges, viaducts, culverts, etc.									
20. Broken rails		1	1						
21. The flooding of portions of permanent way									
22. Slips in cuttings or embankments									
23. Fire in trains									
24. Fire at stations, or involving injury to bridges or viaducts									
25. Other accidents									
TOTAL ALL CLASSES		20	20						

XXII — PUNJAB PATIALA (c)

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Injured	Number of servants: Killed	Injured	Total all classes: Killed	Injured
1. Collisions between passenger trains or parts of passenger trains									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line		5	5						
3. Collisions between goods trains or parts of goods trains		1	1						
4. Collisions between light engines									
5. Passenger trains or parts of passenger trains leaving the rails		2	2						
6. Goods trains or parts of goods trains, engines, etc., leaving the rails		3	3						
7. Trains or engines travelling in the wrong direction through points		1	1						
8. Trains running into stations or sidings at too high a speed									
9. Trains running over cattle on the line		36	36						
10. Ditto over obstructions on the line		5	5						
11. Ditto through gates at level crossings									
12. The bursting of boilers of engines									
12(a) Ditto of tubes, etc., of engines									
13. The failure of machinery, springs, etc., of engines		10	10						
14. The failure of tyres									
15. Ditto of wheels									
16. Ditto of axles		1	1						
17. Ditto of brake apparatus									
18. Ditto of couplings		6	6						
19. Ditto of tunnels, bridges, viaducts, culverts, etc.									
20. Broken rails		1	1						
21. The flooding of portions of permanent way									
22. Slips in cuttings or embankments		1	1						
23. Fire in trains		4	4						
24. Fire at stations, or involving injury to bridges or viaducts		5	5						
25. Other accidents		10	10						
TOTAL ALL CLASSES		91	91	...					

(a) Includes the Mysore and the Kolhapur railways.
(b) Includes the Amritsar Pathankot, Jammu and Kashmir and the Rajpura Bhátinda railways.
(c) Includes the narrow-gauge sections and the Bengal Central railway.

[illegible] reported during the THREE MONTHS ending 31st March 1892, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different classes of accidents and the number of PASSENGERS AND OTHERS and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

XXIV CALCUTTA PORT COMMISSIONERS' — Information not furnished

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Passengers and others: Killed	Passengers and others: Injured	Servants: Killed	Servants: Injured	Total all classes: Killed	Total all classes: Injured
1–25.	Information not furnished								
TOTAL ALL CLASSES	...	...	...	...	...	...	...	...	...

XXX BURMA (a).

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Passengers and others: Killed	Passengers and others: Injured	Servants: Killed	Servants: Injured	Total all classes: Killed	Total all classes: Injured
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	5	5	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	...	7	7	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	6	6	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	2	2	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	8	8	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	5	5	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	34	34	...	...	...	...	...	...

XXXII NALHATI. — Information not furnished

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Passengers and others: Killed	Passengers and others: Injured	Servants: Killed	Servants: Injured	Total all classes: Killed	Total all classes: Injured
1–25.	Information not furnished								
TOTAL ALL CLASSES	...	...	...	...	...	...	...	...	...

XXXIII CHERRA-COMPANYGANJ.

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Passengers and others: Killed	Passengers and others: Injured	Servants: Killed	Servants: Injured	Total all classes: Killed	Total all classes: Injured
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	1	1	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	1	1	...	...	...	...	...	...

XXXIV JORHAT.

	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890	No.: Other accidents	No.: Total	Passengers and others: Killed	Passengers and others: Injured	Servants: Killed	Servants: Injured	Total all classes: Killed	Total all classes: Injured
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains, or parts of goods trains, engines, etc., leaving the rails	...	4	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	1	1	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	4	4	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	9	9	...	...	...	...	...	...

(a) Includes the Toungoo-Mandalay and the Mu Valley railways.

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the THREE MONTHS ending 31st March 1892, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS AND OTHERS and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—contd.

XXXV. GREAT INDIAN PENINSULA RAILWAY (a).

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	1	2	3	...	...	...	2	...	2
3. Collisions between goods trains or parts of goods trains	...	2	2	...	...	...	1	...	1
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	4	4	...	...	...	2	...	2
7. Trains or engines travelling in the wrong direction through points	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	22	22	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	6	6	(d) 1	...	...	...	1	...
11. Ditto through gates at level-crossings	...	3	3	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	3	3	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	1	1	...	...	...	...	...	...
21. The flooding of portions of permanent way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	35	35	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	2	2	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
TOTAL ALL CLASSES	1	84	85	(d) 1	...	...	5	1	5

XXXVI. BOMBAY, BARODA AND CENTRAL INDIA (b).

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	1	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	1	1	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	3	3	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	1	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	3	3	...	...	...	...	...	...
TOTAL ALL CLASSES	...	12	12	...	...	...	...	...	...

XXXVII. MADRAS.

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	1	1	...	...	...	...	...	...
4. Collisions between light engines	...	1	1	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	4	4	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	4	4	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	26	26	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	14	15	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	1	51	52	...	...	...	...	...	...

XL. DEOGHUR.

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	...	...	...	...	...	...	...	...

XLI. ROHILKHAND-KUMAUN (c).

	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	3	3	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	3	3	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	...	8	8	...	...	...	...	...	...

(a) Includes the Wardha Coal, Dhond-Manmád, Khámgaon and Amráoti railways.
(b) Includes the Gaekwar's Petlád railway.
(c) Includes the Lucknow-Bareilly section.
(d) Not a passenger.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, &c, reported during the THREE MONTHS ending 31st March 1892, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA distinguishing the different classes of ACCIDENTS and the number of PASSENGERS AND OTHERS and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—contd

XLII Dibru-Sadiya

Class of accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Number of passengers and others: Injured	Number of servants: Killed	Number of servants: Injured	Total all classes: Killed	Total all classes: Injured
1. Collisions between passenger trains or parts of passenger trains									
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line									
3 Collisions between goods trains or parts of goods trains		1	1						
4 Collisions between light engines									
5 Passenger trains or parts of passenger trains leaving the rails		2	2						
6 Goods trains or parts of goods trains, engines, etc, leaving the rails									
7. Trains or engines travelling in the wrong direction through points									
8 Trains running into stations or sidings at too high a speed									
9 Trains running over cattle on the line		14	1						
10 Ditto over obstructions on the line		1	1						
11. Ditto through gates at level-crossings									
12 The bursting of boilers of engines	.								
12(a). Ditto of tubes, etc, of engines									
13. The failure of machinery, springs, etc, of engines		[illegible]	[illegible]						
14. The failure of tyres									
15 Ditto of wheels	..								
16 Ditto of axles	.								
17 Ditto of brake apparatus									
18 Ditto of couplings	...	4	4						
19. Ditto of tunnels, bridges, viaducts, culverts, etc	...								
20 Broken rails	...								
21 The flooding of portions of permanent-way									
22. Slips in cuttings or embankments	.								
23 Fire in trains	.								
24 Fire at stations, or involving injury to bridges or viaducts	.								
25 Other accidents	..								
TOTAL ALL CLASSES		25	25						

XLV Darjeeling Himalayan

Class of accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Number of passengers and others: Injured	Number of servants: Killed	Number of servants: Injured	Total all classes: Killed	Total all classes: Injured
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
12(a)									
13		2	2						
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
TOTAL ALL CLASSES		2	2						

XLVI [illegible]

Class of accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Number of passengers and others: Injured	Number of servants: Killed	Number of servants: Injured	Total all classes: Killed	Total all classes: Injured
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
12(a)									
13									
14									
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									
TOTAL ALL CLASSES									

[illegible] The Nizam's Guaranteed State

Class of accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Number of passengers and others: Injured	Number of servants: Killed	Number of servants: Injured	Total all classes: Killed	Total all classes: Injured
1									
2									
3									
4									
5	1		1						
6	3		3						
7									
8									
9		1	1						
10		1	1						
11									
12									
12(a)									
13		[illegible]	2						
14									
15									
16									
17									
18									
19									
20		1	1						
21									
22									
23									
24									
25									
TOTAL ALL CLASSES	4	18	22						

[illegible] The Gaekwar's Dabhoi

Class of accident	No.: Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890	No.: Other accidents	No.: Total	Number of passengers and others: Killed	Number of passengers and others: Injured	Number of servants: Killed	Number of servants: Injured	Total all classes: Killed	Total all classes: Injured
1									
2									
3									
4									
5									
6									
7									
8									
9									
10		1	1				1		1
11									
12									
12(a)									.
13									
14									
15									
16									
17									.
18									
19									
20									
21									...
22									.
23									..
24									
25									
TOTAL ALL CLASSES		1	1				1		1

ABSTRACT No. 3.—ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., reported during the THREE MONTHS ending 31st March 1892, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS AND OTHERS and of RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*concld.*

	IX JODHPORE BIKANIR									X BHAVNAGAR GONDAL-JUNAGARH PORBANDAR									XI MORVI								
	No			Number of passengers and others		Number of servants		Total all classes		No			Number of passengers and others		Number of servants		Total all classes		No			Number of passengers and others		Number of servants		Total all classes	
	Accidents reported to Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Accidents reported to Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured	Accidents reported to Government under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents	Total	Killed	Injured	Killed	Injured	Killed	Injured
1. Collisions between passenger trains or parts of passenger trains																											
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line																											
3. Collisions between goods trains or parts of goods trains																											
4. Collisions between light engines																											
5. Passenger trains or parts of passenger trains leaving the rails																											
6. Goods trains or parts of goods trains engines, etc, leaving the rails																											
7. Trains or engines travelling in the wrong direction through points																											
8. Trains running into stations or sidings at too high a speed																											
9. Trains running over cattle on the line																											
10. Ditto over obstructions on the line											3	3								1	1						
11. Ditto through gates at level crossings																											
12. The bursting of boilers of engines																											
12(a). Ditto of tubes, etc., of engines																											
13. The failure of machinery, springs, etc., of engines																											
14. Ditto of tyres																											
15. Ditto of wheels																											
16. Ditto of axles																											
17. Ditto of brake apparatus											2	2															
18. Ditto of couplings																											
19. Ditto of tunnels, bridges, viaducts, culverts, etc.																											
20. Broken rails																											
21. The flooding of portions of permanent-way																											
22. Slips in cuttings or embankments																											
23. Fire in trains																											
24. Fire at stations, or involving injury to bridges or viaducts																											
25. Other accidents																											
TOTAL ALL CLASSES											5	5								1	1						

ABSTRACT No. 4.

ACCIDENTS to TRAINS, ROLLING STOCK, PERMANENT-WAY, &c., on the several RAILWAYS open for TRAFFIC in INDIA, reported during the THREE MONTHS ending 31st March 1892, distinguishing the different CLASSES of ACCIDENTS, and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.

	TOTAL.								
	No.			Number of passengers and others.		Number of servants.		Total all classes.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total.	Killed	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains	1	...	1	3	...	...	..	3	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	6	15	21	...	6	5	4	5	10
3. Collisions between goods trains or parts of goods trains	5	13	18	...	...	...	3	...	3
4. Collisions between light engines	2	16	18	...	...	...	..	...	...
5. Passenger trains or parts of passenger trains leaving the rails	9	13	22	1	2	...	...	1	2
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	5	95	100	...	...	1	2	1	2
7. Trains or engines travelling in the wrong direction through points	2	23	25	...	...	1	2	1	2
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	...	392	392	...	.	...	...	...	...
10. Ditto over obstructions on the line	1	30	31	(a) 1	...	...	1	1	1
11. Ditto through gates at level-crossings	...	20	20	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	28	28	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	126	126	...	...	...	...	...	...
14. The failure of tyres	...	3	3	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	..	...	...	...
16. Ditto of axles	2	19	21	...	...	...	...	...	...
17. Ditto of brake apparatus	...	2	2	...	...	...	...	...	...
18. Ditto of couplings	...	52	52	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	..	...	...	...
20. Broken rails	...	19	19	...	...	...	...	...	...
21. The flooding of portions of permanent-way	1	...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	3	3	...	...	...	...	...	...
23. Fire in trains	1	72	73	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	17	17	...	...	...	...	...	...
25. Other accidents	2	70	72	...	...	...	1	...	1
TOTAL ALL CLASSES	37	1,029	1,066	(b) 5	8	7	13	12	21

Mean mileage worked	17,389
Number of servants employed	175,535
Train-mileage of all descriptions	16,295,802
Number of passengers carried	29,951,344
Passenger-mileage	1,709,434,007
Per mile open—	
Train-mileage of all descriptions	937
Number of passengers carried	1,722
Passenger-mileage	98,305
Total passengers—	
Killed per million of passengers	0·134
Injured per ditto ditto	0·267
Killed per million of passenger-miles	0·002
Injured per ditto ditto	0·005

(a) Not a passenger.

(b) Of these, one was not a passenger.

APPENDIX.

REPORT by LIEUT.-COL. T. B. B. SAVI, R.E., GOVERNMENT INSPECTOR for RAILWAYS, JHANSI, dated the 16th February 1892, on the collision which occurred on the 21st January 1892 between the No. 1 up mail and No. 58 down goods trains between AJMERE and MADAR STATIONS on the RAJPUTANA-MALWA RAILWAY.

In this case the No. 58 down goods (consisting of engine, three loaded wagons and one brake-van) left Ajmere at 2-59 and about 7 or 8 minutes afterwards came into collision with the No 1 up mail (consisting of engine and 16 vehicles as shown in the evidence of guard Cline) which had run through Madar station about 2 minutes before the accident occurred.

2. The casualties were confined to the railway staff, only two passengers being slightly injured. Of the mail train the driver and native fireman were severely injured, the khallasi died very soon after the collision and the 2nd guard on the 25th January. The driver and native fireman of the goods train were killed and the khallasi died soon after the accident.

3 Both the engines were almost entirely wrecked, the front brake-van, two luggage vans next the engine and a composite 1st and 2nd class carriage were completely destroyed, and some of the other vehicles were more or less damaged.

Description of locality.

4. The distance between Ajmere and Madár stations is 4¼ miles; the facing points at Madár, where the driver and guard of the No. 1 up mail picked up the line clear tickets, are at mile 270-16, that is, about one mile and a half from the place where the accident occurred, which was at mile 272-4, that is, at the 4th telegraph post, or about 350 yards beyond the 272nd milestone.

5 At the latter place the line is level for about 350 yards, with gradients of 1 in 150 rising towards Madar on one side and falling in the opposite direction.

6. About 600 yards from the place where the accident occurred the line in the direction of Madár for about 240 yards is in a cutting through some high ground which entirely obstructs the view in that direction. Owing to this high ground and the trees along the line there is a clear view of less than a quarter of a mile towards Madar from the site of the accident, but towards Ajmere the view extends to about ¾ of a mile. As the two trains were approaching towards one another at the rate of probably 50 miles an hour, they must have collided almost immediateley after the lights on one engine would have been visible to the men on the other engine.

7. At the joint enquiry the following evidence was taken down :

EVIDENCE.

Solomon Jah, assistant station master, Ajmere —I have been here in that position since June 1887. I was on duty last night. No. 2 down mail was running 1 hour 19 minutes late; on her departure at 2-26 I told Sheo Narayen, sub-assistant station master, to ask Madár for line clear for No. 58 down goods on the arrival of down mail at Madár. I told him verbally; I wrote nothing in the book He has been in the habit of asking line clear without my orders. I then went out to enquire if No 58 down goods was ready, and the train clerk said it was not ready, so I came back to the office and found Sheo Narayen was not there, so I called out to the signaller on duty, Sobaram. I asked him if he had signalled enquiry to Madár, and he said yes. I then asked if he had received the line clear, he said no. I then told him that the up mail was due at Madár, that if Madár gave line clear for 58 down there was nothing to be said, but if he cancelled the enquiry and asked for line clear for the up mail to send word to me immediately, and I went to the yard to see if No. 58 was ready or not, and I found that she was—but the engine was not attached. I then went back to the office; I asked the same signaller if he had obtained line clear, and he said yes, and I went to wake up the guard of No. 58, who was asleep in the train clerk's office. I sent the second guard to fetch the engine and took the head guard with me to the office, and I sent for the line clear and it was brought. I entered the time 2-50 A. M., and and I gave it to the guard in the office; he read it, signed for it and went out. About 2 or 3 minutes afterwards I followed him and went to No 58 down. I found the shunting engine shunting in front, and the engine of No. 58 down was not yet on. I stopped the shunting and brought the engine. I then looked at my watch and saw it was 2-59 and I altered the "time of departure" on the line clear in pencil and initialled the correction I told the driver not to lose time, but to go sharp as the up mail was due and must not be detained. The train then started. I immediately returned to the office to give departure to Madár. I took about two minutes to walk to the office When I got to the office, Abdulla khallasi told me that the up mail had left Madár, and going to the telegraph office, from which all messages are sent, I asked Sheo Narayen if it was a fact that he had given line clear and that the train had left; he said "yes;" and when I asked him, why, he said I thought you had detained No. 58 down, because it was not ready. I did not look in the book to see if the

departure of the up mail had been signalled, but I told the signaller Sobaram to enquire from Madár if she had actually left, and if not, to ask Madár to stop her—he signalled something. I do not understand signalling, and Madár replied "just passed" so the signaller told me. No record was kept. There is an order directing that copies of all messages connected with train working should be kept. I ran out of the office to warn the staff to keep a line clear in the yard in case of the return of any engine or train. I then waited for a few minutes, and when I saw no sign of any engine or train coming, I sent one of my pointsmen towards Madár, at 4-10. A memo. was sent to me by the head guard of the goods train to the effect that one up mail had collided with No. 58 down.

All this time I had not looked at the train message register. Directly I got the memo., I woke up Mr. Priestley, and gave a memo. to the head constable to arrest Sheo Narayen.

I do not know how long Sheo Narayen was away from the office as mentioned above.

I gave Sheo Narayen no instructions about the up mail. The only orders I gave Sheo Narayen were about No. 58 down goods. After returning the last time to the office after I had warned the staff to keep a road clear, I questioned Sobaram, signaller, why he signalled line clear for the up mail when he knew that I had got line clear for 58 down, and he said that he did not signal it, but that Sheo Narayen had signalled it. Then I asked why he had not stopped Sheo Narayen, and he said that he had spoken to him, but that Sheo Narayen would not take any notice.

Sheo Narayen had no authority to give "line clear" without my directions. I do not know of any case in which a sub-assistant station master has given line clear without my orders. I am positive that there is an order directing a sub-assistant station master not to give "line clear" without the orders of the station master on duty, and that is the practice. At present these orders are not hung up either in my office or the signaller's office. If the sub-assistant station master wishes to give a line clear and I am in the office, I give my orders verbally to him; if I am not in the office, then he sends either a memo. or the train message book, and if I initial the book or the memo. he gives line clear accordingly. Sometimes I give the sub-assistant station master orders in advance about certain trains, and in that case he can and does act on them. I gave the sub-assistant station master no orders about the detention of No. 58 down goods or the cancellation of its line clear. I am generally on duty 12 hours, sometimes 13 hours, and all the time I give authority for all "line clears;" for a goods train the sub-assistant station master signs the line clear, and sometimes starts the train. I signed the line clear for No. 58 down goods.

Mahomed Hussain Khan.—Five years' service. Last night I was head guard of No. 58 down goods. My load consisted of 8 loaded and one brake. We left Ajmere at 2-59 A.M., 39 minutes late. Mr. Jah gave me the line clear and said we were to cross No. 1 up mail at Madár. I gave the line clear to the driver and the driver Joseph started. I heard no danger whistle, except that just before the accident I heard some whistle. I think it was given by my driver. I looked out to see what had happened, and at that moment the collision occurred. My train was going fast, about 18 or 20 miles.

Hugh Robert Cline.—I am head guard, 13 years' service. On the morning of 21st I was head guard of No. 1 up mail, riding in the rear brake-van. My train was composed as under :

1 Engine No. 393; driver Stone.
2 Luggage vans.
1 Brake-van.
1 Composite, 1st and 2nd.
1 Postal and intermediate.
1 Intermediate.
1 Second class.
1 First class.
1 Luggage van.
4 Third class carriages.
2 Bogie thirds.
1 Rear brake-van.

Sixteen vehicles equal to 18, a full load being 20. We ran through Madár station. I looked at the time, it was 3-6. It was a moonlight night, but cloudy, but it was not very dark. After passing Madár, about ¾ mile, I heard the whistle sounded 3 times sharply as a danger signal. I immediately put on the brake, and whilst I was doing it the collision happened. I was thrown against the brake partition. On recovering I looked at my watch and it was exactly 3-8. I had set my watch right that day by Bándikui time. Just before hearing the danger signals my train was I think going about 20 to 24 miles an hour. The collision happened at mileage $\frac{272}{4}$.

Sobaram, son of Ganesh Ram.—I am a signaller at Ajmere station; I have been five years in the service. I have been relieving assistant station master. I am now signaller. I came on duty at 22 hours on the night of the 20th. Sheo Narayen sent me the train message book from his office by a khallasi with line clear enquiry No. 5 for No. 58 down goods. This message is signed by Sheo Narayen; I signalled it then, and there is my signature. I signalled it at 2-33; at 2-40 I received message No. 4 from Madár to the effect that 2 down mail had arrived and that the line was clear for No. 58 down goods, and that it was to be sent sharp. I then wrote out both sides down line clear No. 224, dated 21st January 1892, at 2 hours 40 minutes, and having done this I sent both the train message book and the line clear book to the station master's office. After a few minutes Mr. Jah came into my office and asked me where the up mail was, and I said that there was no news of her yet, and he then went out; about 10 minutes after I received message No. 5 from Madár (2-54 A.M.) asking Ajmere to cancel his No. 3 and Ajmere No. 5 (above) and to give line clear for No. 1 up mail which had left Ládpura at 2-51 and to detain No. 58 down goods if not ready, concluding by saying that 2 down mail had arrived there

(This message clearly wrong as it refers to Madár's No. 3 instead of No. 4 as it should.)

I then passed the book by the hands of a khallasi to Sheo Narayen, who was sitting in the same room about two yards off.

The time entered as "time seen by station master" is not in my handwriting. The khallasi brought the book back to me and it had the message No. 6 acknowledging Madár's No. 5, and saying that No. 58 down had been detained and that line was clear for No. 1 up mail. The time of receipt (evidently altered) 22-58 and the signature of the signaller are in Sheo Narayen's handwriting. When I got the book I called Madár on the instrument, and whilst I was doing so I mentioned to Sheo Narayen that line clear had already been given for No. 58 down goods; he gave no reply and I then signalled the message at 3 o'clock. Sheo Narayen then went out and then came back at once and asked me if I had signalled the line clear for the mail, and on my saying I had, he said all right. After a few minutes I received message No. 16 from Madár at 3-6, saying that the mail had left Madár at 3-4; I then told the khallasi to ring the bell. Almost immediately Mr. Jah came into the room and said "I have started No 58 down," "there will be trouble;" when Mr. Jah came, Sheo Narayen was in the room. After this Mr. Jah went out and then came back and told me to inform Madár that the goods had left from here and to send a man out from the other side, and both I and Sheo Narayen told Madár on the instrument. I sent no message about stopping the mail. The name of the khallasi by whose hand I passed the train message to Sheo Narayen was Buldeo.

At the time I sent the line clear ticket and the train message book about No. 58 down, Sheo Narayen was not in my office; a short time after this Sheo Narayen and Mr. Jah came into the office together, and Mr. Jah asked me if line clear had been asked for the mail, and I said it had not yet been asked; Mr Jah then left my office and Sheo Narayen stopped there. Mr. Jah gave no orders before leaving the office. He was seated at the table quite close to me and was awake.

The train message book remained in the station master's office from the time when I sent it with the line clear for No 58 down, till Madár began to roll for enquiring about the line clear for No. 1 up mail, when I sent for it in order to enter the message. I did not get back the line clear book till Mr. Jah brought it back when he came into the office after I had sent the khallasi to ring the warning bell for the departure of the up mail from Madár.

Sheo Narayen.—I am sub-assistant station master at Ajmere: I have 10 years' service; I have been over 18 months at Ajmere, all the time as sub-assistant station master. I am under the orders of the station master and assistant station master. There is a copy of traffic manual, Part I, in the office. I can see it whenever I want to. It is my duty to know it and I do know it. The rules for line clear working are in it, and I know them. I was on duty on the night of 20th, morning of 21st; I came on duty at 20 o'clock on 20th; I had gone off duty at 8 o'clock on 20th. There is another sub-assistant station master at Ajmere. He and I take night duty on alternate weeks.

On the morning of 21st, I at 2-30 authorised the sending of message No. 5 to Madár asking if line was clear for No. 58 down goods. I sent this message by Mr Jah's orders. It is the practice always to take the orders of the assistant station master on duty before sending messages, either asking or giving line clear, but not as regards departure messages. I do not know what Madár replied. At 2-56 (those figures are in my handwriting). I saw message No. 5 from Madár asking Ajmere to cancel Madár's No. 3 and Ajmere's No. 5, and asking if line was clear for No. 1 up mail, left Ládpura at 2-51, and asking that No. 58 down goods might be detained if she was not ready, and adding that No. 2 down mail had arrived.

I did not look to see what Madár's No 3,* *because I knew it was* (I now see that Madár's No 3 is giving) line clear for No. 2 down mail. There is nothing in it about No. 58 down goods. I did not know that a line clear had been issued for No. 58 down goods

* The words within parentheses were corrected to those in italics by Sheo Narayen on 29th February 1892, when this statement was signed by him in presence of Government Inspector for Railways, Jhánsi

I did not think what Madár wanted to cancel; I simply took it as cancelling my enquiry No. 5.

I then at 2-58 wrote out message No. 6 to Madár to the effect that No. 58 was detained at Ajmere and that line was clear for No. 1 up mail. I gave the book back to the khallasi who had given it to me, and I saw the khallasi give it to signaller Sobaram. Sobaram said nothing to me, and I do not know it he sent the message.

Before I signed message No 6, I had taken Mr. Jah's orders. Before the receipt of message No. 5, Mr Jah had come into the office some time after signalling the enquiry for No. 58 down, and after enquiring for No 1 up mail, he said, "In case Madár asks line clear for No. 1 up mail† *give it and 58 will be detained here* (detain 58 here because we have not got 58 ready)." This was in the hearing of Sobaram and the signaller in charge, Rada Kishen.

† The words within parentheses were corrected to those in italics by Sheo Narayen on 29th February 1892, when this statement was signed by him in presence of Government Inspector for Railways, Jhánsi.

I issued No. 6 solely on these verbal orders and I neither sent Mr. Jah the book, nor did I send him any memo.

Before issuing telegram No. 6 I did not search the book to see whether an answer had been received to message No. 5 or whether Madár had in fact given line clear for No. 58 down.

Samuel Timothy, station master at Ajmere.—Thirteen years' service. I have been station master at Ajmere a little over 5 years. The practice at Ajmere is for the sub-assistant station master to consult the assistant station master on duty before he either enquires for line clear or gives a line clear. If they are together, he takes verbal orders; if the assistant station master is in the yard, the sub-assistant station master in case of out-going trains goes himself or sends a khallasi with a

verbal message to ask if the train is ready; and in cases in which he has to give line clear, he either goes personally or sends the train message book to enquire if line clear may be given, or in some cases he sends a memo. on a slip of paper, but never a verbal message. If the assistant station master were going into the yard and expecting a train from another station, he might say to the sub-assistant station master that if such a station asks a line clear for such a train, you can give it, and in that case the sub-assistant station master would be justified in giving the line clear without further reference. I have always found Sheo Narayen careless and he cannot keep up at night. I have had no occasion to report him.

Conclusion.

8. From the foregoing evidence it appears that on the departure of the No. 2 down mail which was running late, the sub-assistant station master at Ajmere was verbally instructed by the assistant station master on duty to obtain line clear from the station master at Madár for the No. 58 down goods train on the arrival of the above down mail at Madár. This was done and the message No 4, sent in reply to the enquiry and giving line clear for No 58 down goods, was received from Madár at 2-40 by the signaller on duty at Ajmere who prepared and sent the line clear ticket for the No 58 down goods train to the office of the assistant station master The latter obtained this line clear ticket at 2-50 and started off the No. 58 down goods about 2-59. While the assistant station master was thus engaged, the signaller on duty received at 2-54 a message No. 5 from the station master at Madár, asking for his line clear message No 4 (not No. 3) to be cancelled and No. 58 down goods to be detained at Ajmere, and for line clear to be given for the No. 1 up mail, which he stated in this message had left Ákhri at 2-31 (not Ládpura at 2-51).

9. This message No 5 was taken to the sub-assistant station master, who at 2-58, without reference to the assistant station master on duty, wrote out a reply to the effect that No. 58 down goods train would be detained at Ajmere and that line was clear for the No 1 up mail The station master at Madár consequently allowed the No. 1 up mail to run through Madár when the No. 58 down goods was on its way to that station, and thus the two trains came into collision about 2 or 3 minutes after the No. 1 up mail had passed through Madár and about a mile and a half from that station

10 The collision is therefore primarily due to the neglect of duty on the part of the sub-assistant station master on duty, in not making sure that the No. 58 down goods train had been detained, and for giving line clear for the No. 1 up mail without first obtaining the orders of the assistant station master on duty, and before he had cancelled the line clear ticket given for the No. 58 down goods train.

11. The sub-assistant station master, however, states that he knew nothing about message No. 4, and this may be true, and also his statement, which is supported by that of the signaller on duty, that No 3 and not No 4 was the number of the message referred to by the station master at Madar in his message No 5 asking for line clear for the No. 1 up mail, and for No 58 down goods train to be detained at Ajmere. But the station master at Madár in this message No. 5, according to his own statement and the train message register kept by him, informed the station master at Ajmere that the No. 1 up mail had left Ákhri (which is the second station from Madár and 7¾ miles from it) at 2-31, and he did not telegraph anything about Ládpura (which is the next station to and 4½ miles from Madár), as stated by both the signaller on duty and the sub assistant station master. The evidence of these two last cannot therefore be depended upon with regard to the wording of No 5 message.

12 The train staff of both the mail and goods trains are free from all blame, and the collision must have taken place almost immediately after the lights on the one engine could possibly have been visible to the men on the other engine.

13. The responsibility for allowing the No. 1 up mail to run through Madár station appears to rest between the assistant and sub assistant station masters on duty at Ajmere; but it seems to me that the station master at Madár can hardly be absolved from all blame because he accepted a line clear message which was not strictly in accordandce with the prescribed form.

14. In Part I of the Rajputana-Malwa Railway Traffic Manual, as corrected by memo. No. 12 of 1890, there is the following rule on the subject of quotation of the number of previous messages.

"*Para. 132.*—In all replies to train messages of whatever description, or references to former train messages, the number of message that is replied to or referred to must be given"

This rule was not, it seems to me, carried out in this case; and although it is impossible to say whether the accident would not have occurred if it had been strictly observed, still I think it is worthy of consideration whether it would not be advisable to issue some further instructions (1) strictly prohibiting the sending and accepting of train messages of fewer words than prescribed in the traffic manual, and (2) requiring the correction of any error in the quotation of the numbers of the train messages that are referred to in the reply before the latter is accepted. The first suggestion is no doubt supposed to be understood by all station masters, but I can find no definite rule about it in the traffic manual; and the second suggestion appears to me especially required in all cases, such as this one, when a line clear message is given and afterwards cancelled for any reason

Finding.

15. The finding of the joint enquiry, which was commenced on the same day as the accident occurred and completed on the following day, was as follows:

"We are of opinion that the accident was caused by disregard of orders for line clear working, and that Sheo Narayen should be prosecuted for endangering the safety of life and property by giving line clear to Madár for the No. 1 up mail of January 21st, contrary to rules."

Sheo Narayen has since been sentenced to pay a fine of 50 rupees.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 47.} CALCUTTA, SATURDAY, NOVEMBER 19, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, etc.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Simla, the 7th November, 1892.

No. 2176.—Under the provisions of Section 9 of the Statute 24 and 25 Victoria, Chapter 67, the Governor General in Council is pleased to direct that His Excellency's Council shall assemble at Calcutta in the jurisdiction of the Lieutenant-Governor of Bengal.

ESTABLISHMENTS.

Calcutta, the 18th November, 1892.

No. 553.—The services of the undermentioned officers are placed at the disposal of the Chief Commissioner of Assam:—

Mr. A. G. Hallifax, Indian Civil Service, Assistant Magistrate and Collector, Dacca.

Mr. D. H. Lees, Indian Civil Service, Assistant Magistrate and Collector, Magura, Jessore.

EXAMINATIONS.

The 17th November, 1892.

No. 395.—With reference to paragraph 1 of Home Department Notification No. 362, dated the 28th October, 1892, it is hereby notified that the examination prescribed for filling up vacancies in the clerical establishments of the Secretariat offices of the Government of India and attached offices, and of the offices subordinate to the Government of Bengal will be held at Calcutta in the Senate House of the Calcutta University on Saturday, the 7th January, 1893, and following days.

2. The examination at Allahabad and Lahore of candidates for appointments in the Secretariat offices of the Government of India and attached offices will be held on the above dates, at the places to be appointed by the Governments of the North-Western Provinces and Oudh and the Punjab, respectively.

JUDICIAL.

The 16th November, 1892.

No. 1417.—The Honourable H. Beverley, a Judge of the High Court of Judicature at Fort William in Bengal, has obtained privilege leave for one month, with effect from the 17th November, 1892.

C. J. LYALL,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

ESTIMATES AND ACCOUNTS.

Calcutta, the 18th November, 1892

No. 4672-A.—*Monthly Preliminary Statement of Receipts and Payments at Civil Treasuries in India.*

October, 1892 [Lakhs of Rupees.

[For the explanation of these heads see *Gazette of India*, dated 22nd December, 1883, Part I, page 497.]	In October. 1892-93.	In October. 1891-92	To end of October. 1892-93.	To end of October. 1891-92.	Whole Year. Budget, 1892-93.	Whole Year. Actuals, Preliminary, 1891-92
Civil Revenue.						
Land Revenue (including Land Revenue due to Irrigation)	35	24	9 49	9,32	25 38	24,63
Opium	68	72	5,02	4,68	7,64	8,01
Salt	77	71	4,82	4 94	8,55	8,64
Stamps	27	25	2,-4	2,46	4,23	4,27
Excise	41	42	2,95	2,94	5,10	5,11
Provincial Rates	13	8	1,59	1,52	3,62	3,53
Customs	9	10	79	89	1,09	1,70
Assessed Taxes	14	16	05	97	1,53	1,53
Forest (Madras and Bombay only)	3	3	20	21	54	48
Registration	3	3	26	24	39	40
Tributes from Native States	4	4	28	29	76	78
Other Civil Revenue	16	22	1,89	1,91	3,69	3,47
TOTAL CIVIL REVENUE DIRECTLY BROUGHT TO ACCOUNT: GROSS	3,10	3,00	30,78	30,37	63,12	62,55
Civil Expenditure.						
Interest on Ordinary Debt and that on Railways and Irrigation Works	− 18	− 41	− 2 37	− 2,49	− 4,16	− 4.15
Opium	− 6	− 5	− 1,41	− 1,67	− 2,23	− 1,86
Other Civil Expenditure	− 1,80	− 2,01	− 13,04	− 12,92	− 24,76	− 23,57
TOTAL CIVIL EXPENDITURE DIRECTLY BROUGHT TO ACCOUNT: GROSS	− 2,04	− 2,47	− 16,82	− 17,08	− 31,15	− 29,58
Receipts into Civil Treasuries from, and issues from those Treasuries to, the following Non-Civil Departments.						
[The figures comprising Revenue, Expenditure, and Debt and Remittance transactions.]						
Post Office (Net: + Receipts more, — Receipts less, than issues)	+ 12		+ 62	+ 52	+ 81	+ 68
Forest, Marine (Net as above)	+ 2	+ 2	+ 18	+ 5	+ 18	+ 23
Guaranteed and Subsidized Railways (Net as above)	+ 6	+ 3	+ 2,22	+ 2,54	+ 3,97	+ 4,53
Do Repayment of surplus profits, etc.		− 1	− 49	− 65	− 59	− 77
Military Receipts	+ 3	+ 6	+ 40	+ 42	+ 73	+ 80
Military Issues	− 1,22	− 1,27	− 8,32	− 8,49	− 14,45	− 15,08
Telegraph Receipts	+ 6	+ 6	+ 39	+ 37	− 1	+ 70
Do. Issues	− 5	− 5	− 38	− 36		− 66
Public Works Department—						
State Railways Receipts	+ 89	+ 86	+ 5,78	+ 6 40	− 81	+ 11,36
" " Issues	− 59	− 83	− 5,06	− 4,85		− 8,81
East Indian Railway Receipts	+ 33	+ 32	+ 2,46	+ 2,54		+ 4,36
" " " Issues	− 6	− 25	− 85	− 82		− 1,44
Ordinary Branches Receipts	+ 10	+ 13	+ 1,32	+ 1,30		+ 2,39
" " Issues	− 46	− 62	− 4,01	− 4,41		− 8,40
TOTAL NON-CIVIL DEPARTMENTS	− 77	− 1,55	− 5,74	− 5,44	− 10,17	− 10,11
Civil Debt and Remittance Transactions.						
Permanent Debt and Special Loans (Net: + Receipts more, —Receipts less, than payments)	...		...	− 5	+ 25	− 5
Mint Certificates and Bullion Advances (Net as above)	− 3	+ 6	− 18	− 15	...	+ 14
Exchange on Remittance Accounts	− 1,02	− 31	− 5,45	− 3,59	− 7,93	− 6,26
Council Bills paid (including Telegraphic) at R10 per £	− 70	− 77	− 9,18	− 10,96	− 17,30	− 16,96
Other Debt heads (Net as above)	+ 18	− 11	− 49	− 53	− 27	− 32
TOTAL DEBT AND REMITTANCE TRANSACTIONS	− 1,57	− 1,13	− 15,30	− 15,28	− 25,25	− 23,45
GRAND TOTAL RECEIPTS AND ISSUES	− 1,28	− 2,15	− 7,08	− 7,43	− 3,45	− 59
Opening Cash Balance in Treasuries and Presidency Banks	11,49	12,59	17,29	17,88	16,75	17,88
Closing Cash Balance in Treasuries and Presidency Banks	10,21	10,44	10,21	10,44	13,30	17,29

SEPARATE REVENUE.

STAMPS.

NON-JUDICIAL STAMPS.

EXEMPTIONS AND REDUCTIONS UNDER THE ACT.

The 17th November, 1892.

NO. 4637-S. R.—In exercise of the power conferred by Section 8 of the Indian Stamp Act (I of 1879) the Governor-General in Council is pleased to remit the duties with which security bonds, executed under No. 3 A of the Rules made by the Governor of Bombay in Council under Section 70 of the Bombay Irrigation Act (Bombay Act VII of 1879), are chargeable under the said Act.

PAPER CURRENCY.

The 16th November, 1892.

No. 4655-A.—*Abstract of the Accounts of the Department of Issue of Paper Currency on the 31st October 1892, published as required by Section 27 of the Indian Paper Currency Act, XX of 1862.*

CIRCLES OF ISSUE.	Whole Amount of notes in circulation.	RESERVE IN SILVER COIN AND BULLION.		
		Coin.	Bullion.	TOTAL.
	R	R	R	R
Calcutta .	10,31,48,475	2 76,20 484	73,95,503	3,50,15,087
Allahabad.	1,24,66,165	1,62,15,835	...	1,62,15,835
Lahore .	1,77,38,125	1,84,40,660		1,84,40,660
Bombay	10,18,10,000	8,22,70,566	1,20,12,737	9,42,83,303
Kurrachee .	93,29,820	41,49,745	.	41,49,745
Madras .	2,92 02,575	1,48,23,710	68,000	1,48,91,710
Calicut .	12,66,205	4,91,465	...	4,91,465
Rangoon .	1,44,48,450	2,59,21,110	.	2,59,21,110
TOTAL .	26,94,09,815	18,99,33,575	1,94,76,240	20,94,09,815
Price paid for Government Securities of the nominal value of R8,15,05,000 held under Section 19 of the Act				8,00,00,000
		GRAND TOTAL .		28,94,09,815

STEPHEN JACOB,

Offg. Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATION.

Simla, the 14th November, 1892.

No. 1889-G.—With reference to the Notification of the Government of India in the Foreign Department, Nos 286-I. and 287-I. dated the 23rd January, 1884, the Governor-General in Council is pleased to appoint Captain M. A Tighe, Indian Staff Corps, Assistant to the Agent to the Governor-General in Rajputana, to be the Magistrate of Abu, *vice* Lieutenant H. B. Peacock, with effect from the afternoon of the 31st October, 1892.

W. J CUNINGHAM,

Depy. Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 18th November, 1892.

FURLOUGH AND LEAVE.

No 1087—The undermentioned officer is granted furlough out of India :—

Lieutenant G. S Worsley, Royal Artillery, Subaltern, No. 3 Field Battery, Hyderabad Contingent, (m.c.) for one year under rule IX, note I of the regulations of 1868.

No. 1088—The undermentioned officer is granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India :—

Lieutenant A. S. R. Annesley, Indian Staff Corps, Wing Officer, 33rd Bengal Infantry, for six months. Pension service—5th year commenced 11th February, 1892.

No. 1089.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps; the specified period to count from the date of being struck off duty :—

Colonel A. G. Hammond, V.C., C.B , D S O , Aide-de-Camp to the Queen, Indian Staff Corps, Commandant, Corps of Guides, for one year. Pension service—31st year commenced 31st December, 1891.

Lieutenant H. E Hitchins, Indian Staff Corps, Wing Officer, 1st Bengal Infantry, for four months Pension service—5th year commenced 11th February, 1892.

No. 1090.—The undermentioned Warrant Officer is granted leave to proceed out of India on medical certificate, under Article 920-F., Army Regulations, India Vol. I, Part I; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India :—

Sub-Conductor G Girling, Commissariat-Transport Department, for one year.

No 1091.—The undermentioned officers have been granted extensions of furlough or leave by the Right Hon'ble the Secretary of State for India :—

Colonel E. P. Mainwaring, General List, Infantry, Commandant, 39th Bengal Infantry, (m c.) for five months

Captain A. G. Peyton, Indian Staff Corps, Squadron Officer, 9th Bengal Lancers, (p. a.) for one month.

Captain G S. McD. Elliot, Royal Engineers, Assistant Engineer, 1st grade, Public Works Department, (m.c.) for six months.

Lieutenant M. Williamson, Indian Staff Corps, 21st Bengal Infantry, Assistant Commandant, Military Police, Burma, (m c) for six months.

Surgeon-Major A Duncan, M D., Corps of Guides, (m c.) for six months.

No. 1092—Captain W. C. Pollard, Indian Staff Corps, Squadron Commander, 15th Bengal

Lancers, is granted an extension of leave (p a) till 14th September, 1892.

LONDON GAZETTE.

No. 1093.—The following extracts are published for general information .—

"London Gazette," dated the 21st and 25th October, 1892, pages 5875, 5876, and 5950.

India Office, 21st October, 1892.

THE Queen has approved of the following Admissions to the Staff Corps made by the Governments in India.—

INDIAN STAFF CORPS.

To be Lieutenants.

Lieutenant Percy Clare Eliott Lockhart, from the West India Regiment. Dated 14th November, 1890, but to rank from 5th June, 1889

Lieutenant Charles Hallyburton Campbell Grace, from the Middlesex Regiment. Dated 29th October, 1890, but to rank from 19th March, 1890.

Lieutenant Walter Keyworth, from the South Staffordshire Regiment. Dated 13th November, 1890, but to rank from 25th June, 1890.

Second Lieutenant George Aubrey Strahan, from the Middlesex Regiment. Dated 11th September, 1890.

Second Lieutenant Frederick Copeland, from the Royal West Kent Regiment. Dated 19th October, 1890.

Second Lieutenant Wyndham Philip Bannerman, from the Gloucestershire Regiment. Dated 29th October, 1890.

Lieutenant Frederick George Clinton Humfrey, from the 7th Dragoon Guards Dated 20th November, 1890, but to rank from 31st October, 1890.

Lieutenant William Chri tian Anderson, from the Highland Light Infantry. Dated 4th May, 1891, but to rank from 1st November, 1890

Second Lieutenant Reginald Tucker Montrésor, from the Somersetshire Light Infantry. Dated 14th November, 1890

Second Lieutenant Henry Perceval Ainslie from the North Staffordshire Regiment Dated 17th November, 1890.

Second Lieutenant Edward Tennant, from the Royal Lancaster Regiment Dated 17th November, 1890.

Second Lieutenant Reginald Merton Barff, from the West Yorkshire Regiment. Dated 18th December, 1890.

Second Lieutenant Pomeroy Holland-Pryor, from the 3rd Dragoon Guards. Dated 14th January, 1891.

Second Lieutenant Clement Bensley Thornhill, from the Royal Artillery. Dated 15th May, 1891.

Second Lieutenant Alfred Ralph Nethersole, from the Royal Scots Fusiliers. Dated 3rd June, 1891.

The Queen has approved of the retirement from the service of the undermentioned officers :—

INDIAN STAFF CORPS.

Lieutenant-Colonel Edmund Charles Elliston. Dated 1st October, 1892.

Lieutenant-Colonel Thomas James Bailey. Dated 26th September, 1892.

Major Robert Holford Daniell. Dated 15th October, 1892.

BENGAL INFANTRY.

Colonel William Ironside Bax. Dated 11th October, 1892.

* * * *

BENGAL MEDICAL ESTABLISHMENT.

Surgeon-Lieutenant-Colonel Edward Mulvany. Dated 11th July, 1892.

Surgeon-Major George Augustus Cones. Dated 21st October, 1892.

WAR OFFICE, PALL MALL,

25th October 1892.

* * * *

MEMORANDA.

* * * *

Deputy-Assistant Commissary Thomas King, Bengal Establishment, is granted the honorary rank of Lieutenant. Dated 29th May, 1892.

* * * *

India Office, 25th October, 1892.

THE Queen has approved of the following Admissions to Her Majesty's Indian Medical Service :—

To be Surgeon-Lieutenants.

Dated 27th July, 1892.

BENGAL.

Patrick Balfour Haig.
Thomas William Archer Fullerton.
Ralph Henry Maddox.
Edward Victor Hugo.
Harry George Melville
Arthur Oldham Hubbard.
Charles George Robson Scott.
Herbert Austen Smith.
Douglas Richard Green
George McIver Campbell Smith.
Hubert Malins Earle.
Joseph George Hulbert.

* * *

PROMOTIONS.

No. 1094.—The following promotions are made, subject to Her Majesty's approval.—

INDIAN STAFF CORPS.

Captains to be Majors, dated 13th November, 1892.

Redmond Conyngham Samuel Macausland.
John Monteith.
Henry Richard Marrett.
Francis Robert Bonham Knox.
Goodson Adye.

NATIVE ARMY.

15th Bengal Infantry.

No. 1095.—Color-Havildars Ratan Singh and Mán Singh to be Jemadars and Drill-Havildar Pyára Singh to be Jemadar, *vice* Thamman Singh, Pákhar Singh, and Sant Singh, transferred to the pension establishment, with effect from the 18th October, 1892.

PUNJAB FRONTIER FORCE.

5th Punjab Cavalry.

No. 1096.—Jemadar Rahim Ali Khan to be Ressaidar, and Kot-Dafadar Ashraf Khan to be Jemadar, *vice* Waris Ali, transferred to the pension establishment, with effect from the 13th September, 1892.

No. 1097.—*Corps of Guides—Infantry*—Havildar Niamat to be Jemadar, *vice* Akhu Khan, deceased, with effect from the 17th October, 1892.

RETIREMENTS.

No. 1098.—Colonel Thomas Shepherd, Indian Staff Corps, Commandant, 3rd Punjab Cavalry, is permitted to retire from the service, with effect from the 25th November, 1892, subject to Her Majesty's approval.

VOLUNTEER CORPS.

PROMOTIONS.

No. 1099.—*Upper Burma Volunteer Rifles*—

Lieutenant Edward Fowle to be Captain, *vice* Carr, transferred to the unattached list.

Second-Lieutenant Fritz Noetling to be Lieutenant, *vice* Fowle, promoted.

Second-Lieutenant Henry Paul Todd-Naylor, C.I E, to be Lieutenant, to complete the establishment.

M. J. KING-HARMAN,

for Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 18th November, 1892

Under clause 25 of the Regulations appended to the Regimental Debts Act of 1863, it is notified that report of the death of the under-mentioned Commissioned Officer, on the date specified, was received in the Military Department between the 12th and the 18th November, 1892 :—

Corps.	Rank and Name.	Date of decease.	Place of decease	Testate or intestate.	REMARKS
Royal Irish Regiment	Captain G. H. Symonds	11th November, 1892	Lucknow.		

M J KING-HARMAN

for Secretary to the Government of India

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS

Calcutta, the 17th November, 1892

No 404.—With reference to Government of India, Public Works Department, Notification No. 386, dated the 28th October, 1892, Mr. F. R. Bagley, Executive Engineer, 2nd grade, State Railways, is appointed Engineer-in-Chief, Mandalay-Kunlon Railway Survey, with the rank of Superintendent of Works, from date of taking up the duties of the appointment.

No. 405—With reference to Government of India, Public Works Department, Notification No. 392 of the 3rd November, 1892, Mr. W. K. Stent, Executive Engineer, 1st grade, State Railways, is appointed Engineer-in-Chief, Delhi-Minchinabad Railway Survey, with the rank of Superintendent of Works, from date of taking up the duties of the appointment.

No. 406—Mr W. G Gilchrist, Executive Engineer, 1st grade, State Railways, and Executive Engineer in charge of the Kalka-Simla Railway Survey, is appointed Engineer-in-Chief of that Railway, and is promoted to Superintending Engineer, 3rd class, temporary rank, with effect from the afternoon of the 21st October, 1892.

F. L. O'CALLAGHAN,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 19, 1892

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

Revised rates from 1st January, 1887.

	Per annum R	a	p.
Subscription for *Gazette* and Supplement	15	0	0
Postage	5	8	0
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Postage	3	0	0
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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page, 2 pice.

By order of Government, all subscriptions must be paid *in advance.*

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

II A

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 16th November 1892.

NOTIFICATIONS.

No. 3132 P.—Applications in respect of the undermentioned inventions have been filed, during the week ending the 12th November 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No 283 of 1892—Carl Olof Lundholm and Joseph Sayers, both of Stevenston, in the County of Ayr, Scotland, Technical Chemists, for improvements in the manufecture of explosives

No 284 of 1892—Anthony Robert Tucker, Contractor for Drainage, Water and Gas, of No 8, Crooked Lane, for a small machine to supersede the present objectionable curry-stone and muller universally used throughout British India and Burma.

No 285 of 1892—Augustus Gross of Sydney, in the Colony of New South Wales, Australia, Engineer, for an improved appliance or apparatus for preventing the "creeping" of rails on railway tracks

No 286 of 1892—J Kaufmann, Merchant, 7, Hummum Street, Fort Bombay, for An arrangement for the double purpose of protecting trees along public roads or in gardens and for advertising

No. 3133 P.—Specifications of the undermentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 317 of 1890.—Odisseus Melachrino, of 13, Esplanade Road, Bombay, India, for "Improvements in Cigar Boxes" (filed 2nd November 1892)

No. 75 of 1892.—Sir William Thomson, Professor of Natural Philosophy in the University of Glasgow in the County of Lanark, North Britain,

for "Improvements in valves for water steam and other liquids or gases" (filed 5th November 1892).

No. 94 of 1892.—Elisha Barton Cutten, of 29, Broadway, New York City, New York, United States of America, Chemist, for "Improvements relating to the production of soda and chlorine and to apparatus therefor" (filed 5th November 1892).

No. 3131 P.—The fee prescribed in Schedule 4 of Act V of 1888 has been paid for the continuance of exclusive privilege during the period 6th December 1892 to 5th December 1893 in respect of the undermentioned invention :—

No 117 of 1888.—Alfred Savill Tomkins, of Holmwood, Caterham, in the County of Surrey, England, Captain in the Victoria Rifles, for improvements in portable cooking apparatus.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 15th November, 1892

LIABILITIES	R	a	p	R	a	p
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office .	80,67,928	10	7	1,46,04,044	13	9
Public Deposits at Branches .	65,36,116	3	2			
Other Deposits at Head Office and Branches				6,43,06,314	7	2
Bank Post Bills, etc. . . .				3,44,991	2	1
Sundries				32,15,414	10	0
RUPEES				10,72,70,765	1	0

ASSETS	R	a	p	R	a.	p
Government Securities . .				79,56,712	8	0
Other authorized Investments .				70,76,337	4	0
Loans on Government and other authorized Securities				70,14,607	14	1
Accounts of Credit on Government and other authorized Securities				76,47,071	12	2
Bills discounted and purchased .				2 20,89,814	12	3
Balances with other Banks .				2,55,005	14	2
Bullion				4,23,301	10	7
Dead Stock				12,35,008	6	6
Stamps . . .				8,412	9	3
Sundries				17,12,816	14	3
				5,54,20,589	9	3
Cash and Currency Notes at Head Office	2,21,97,379	2	0	5,18,50,175	7	9
Cash and Currency Notes at Branches .	2,96,52,796	5	9			
RUPEES				10 72,70,765	1	0

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 17th November, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.

Percentage 62 8.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 16th November, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 9th November, 1892 . .	62,01,071	
Value of Government silver in the Mint on the same date . .	19,34,208	
		81,35,279
ADD—		
Silver received by the Mint during the week on account of the Currency Department	4,80,941	
Ditto ditto Government	470	
		4,81,411
DEDUCT—		86,16,690
New coin paid to Reserve Treasury during the week .	4,00,000	
Petty items issued for miscellaneous purposes . . .	...	
		4,00,000
Balance on the evening of the 16th November, 1892 . .	...	82,16,690
The Balance comprises—		
Silver held in account of the Currency Department .	59,15,879	
Ditto ditto Government	23,00,811	
		82,16,690
There is in addition awaiting assay—		
Bullion belonging to Private Individuals . .	...	
Ditto ditto Government	...	
		...

A. W. BAIRD, *Lieut.-Col., R.E.*,
Master of the Mint.

CALCUTTA MINT,
The 17th November, 1892.

SURVEY OF INDIA DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 9th November, 1892.

No. 943.—Mr. B. G. Gilbert-Cooper, Officiating Assistant Superintendent, 1st grade, is appointed Assistant Superintendent, 1st grade, sub. *pro tem.*, with effect from the 5th April, 1892, *vice* Mr. M. J. Ogle, Assistant Superintendent, 1st grade, sub. *pro tem.*, deceased.

No. 944.—Mr. B. G. Gilbert-Cooper, Assistant Superintendent, 1st grade, sub. *pro tem.* on furlough, is confirmed in that grade, with effect from 1st July, 1892.

The 10th November, 1892.

No. 945.—Mr. C. F. Erskine (on the seconded list) and Mr. A. E. Spring, Officiating Assistant Superintendents, 1st grade, are confirmed in that grade, with effect from 12th October, 1892, *vice* Mr. F. Grant, Assistant Superintendent, 1st grade, retired.

The 12th November, 1892.

No. 946.—Captain P. J. Gordon, S.C., Officiating Deputy Superintendent, 2nd grade having made over charge of his duties on the afternoon of the 28th October, 1892, preparatory to availing himself of the furlough granted in Revenue and Agricultural Department Notification No. 2370—201, dated 21st October, 1892, the following temporary promotion is made with effect from the 29th idem :—

Mr. C. F. Erskine, Assistant Superintendent, 1st grade, on the seconded list, to officiate as Deputy Superintendent, 2nd grade.

No. 947.—Mr. E. J. Jackson, Deputy Superintendent, 1st grade, having assumed charge of his duties on return from furlough on the afternoon of the 1st November, 1892, the following reversions are made with effect from the 2nd November, 1892 :—

Captain J. M. Fleming, S.C., Officiating Deputy Superintendent, 1st grade, to revert to his substantive appointment of Deputy Superintendent, 2nd grade.

Mr. C. F. Erskine, Officiating Deputy Superintendent, 2nd grade, on the seconded list, to revert to his substantive appointment of Assistant Superintendent, 1st grade.

H. R. THUILLIER, *Colonel, R.E.*,
Surveyor-General of India.

TELEGRAPH DEPARTMENT.

NOTIFICATION.

Calcutta, the 17th November, 1892.

No. 24.—Offices reported opened and closed during October, 1892 :—

Name of Office.	Where situated.	Date.	REMARKS.
	Government Telegraph Offices.	1892.	
Bandipur . .	Kashmir . .	19th Oct.	Opened.
Baramulla . .	Ditto . .	16th "	Ditto.
Bombay, Grant's Buildings.	Bombay . .	1st "	Ditto.
‡Darband . .	......	17th "	Closed.
Dhariwal . .	Punjab . .	7th "	Opened.
Domel . .	Kashmir . .	16th "	Ditto.
Gharrial . .	Punjab . .	1st "	Closed.
Ghoradhaka .	Ditto . .	10th "	Ditto.
*Hetampur .	......	27th "	Opened.
*Ditto . .	......	28th "	Closed.
Khairagali . .	Punjab . .	17th "	Ditto.
Kotah . .	Rajputana . .	24th "	Opened.
Kuldana . .	Punjab . .	18th "	Closed.
Mahabaleshwar .	Bombay Presdy. .	2nd "	Opened.
Matheran . .	Ditto . .	1st "	Ditto.
Nandgaon . .	Ditto . .	31st "	Ditto.
Nathiagali . .	Punjab . .	31st "	Closed.
*Roza . .	......	20th "	Opened.
*Ditto. . .	......	29th "	Closed.
Sekh Buddin .	Punjab . .	31st "	Ditto.
Sopur . . .	Kashmir . .	16th "	Opened.
Srinagar . .	Ditto . .	16th "	Ditto.
Thobba . .	Punjab . .	18th "	Closed.
†Thull . .	......	1st "	Opened.
Tiddim . .	Northern Chin Hills.	20th "	Closed.
‡Towara . .	......	4th "	Opened.
‡Ditto. . .	......	11th "	Closed.
Uri . . .	Kashmir . .	16th "	Opened.
	Railway Telegraph Offices.	1892.	
Hirania . .	Bhopal-Itarsi State Ry.	1st Sept.	Opened.
Misrod . .			
Mala . . .	Rohilkhund-Kumaun Ry.	1st Oct.	Ditto.
Mastihalli . .	Mysore State Ry.	9th "	Ditto.
Panir Mushkaf .	North Western Ry.	9th "	Ditto.
Veraval Bunder .	Junagarh-Veraval State Ry.	1st "	Ditto.

* Camp Office, Viceroy's Tour.
† Field Office, Kurram Expedition.
‡ Field Office, Isazai Expedition.

W. F. MELHUISH,
Director, Traffic Branch,
for Director-General of Telegraphs.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATION

Quetta, the 5th November, 1892

No. 6928.—With reference to the Foreign Department's Notification No 1746-G, dated the 20th October, 1892, Major C E. Yate, C S I, C M G, returned from the special leave granted him in that Department's Notification No 568-G, dated the 6th April, 1892, and assumed charge of his duties as Officiating Revenue Commissioner in Baluchistan in the afternoon of the 28th October

By Order,

W STRATTON, *Captain*,

First Assistant

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA

NOTIFICATION

Abu, the 12th November, 1892.

No. 4270-*G*.—With reference to Foreign Department Notification No 1783-G, dated the 26th October, 1892, it is hereby notified that Major A P. Thornton, I S.C, assumed charge of the Harowti and Tonk Agency from Major T. C Pears, on the forenoon of the 5th November, 1892

By Order,

L S NEWMARCH, *Captain*,

First Asst. Agent to the Govr-Genl., Rajputana

NORTHERN INDIA SALT REVENUE DEPARTMENT.

NOTIFICATION.

Agra, the 15th November, 1802

No 4446-*B*—Mr G A Bradford, Assistant Commissioner, Didwana Division, availed himself of the leave granted to him in order No 230, dated 25th October, 1092, making over charge of his duties to Mr J J Durham, Officiating Assistant Commissioner, on the 12th November, 1982, afternoon.

R M DANE,

Offg. Commr of the N. I Salt Revenue Dept.

MILITARY WORKS DEPARTMENT.

NOTIFICATION.

Simla, the 10th November, 1892

No. 31-*A*.—Lieutenant S G Rivett-Carnac, R E, Assistant Engineer, 1st grade, held charge of the office of the Executive Engineer, Meerut Division, Military Works, with effect from the 2nd August to the 11th October, 1892, inclusive, in addition to his own duties

N. ARNOTT, *Lieut-Colonel, R E*,

for Director-General of Military Works

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS

Simla, the 5th November, 1892

No. 57.—With reference to Government of India, Public Works Department, Notification No 376 of the 26th October, 1892, the undermentioned Assistant Engineers, 2nd grade, are posted to the Railways noted opposite their names —

Mr G Richards —Mari Attock Extension Railway and Frontier Railway Survey

Mr T H Heap,—Lucknow Rae Bareli Benares Railway

Mr. H R Walton,—Mushkaf Bolan State Railway

The 7th November, 1892

No. 58.—With reference to Public Works Department Notification No 392, dated 3rd November, 1892, the undermentioned Officers are transferred from the Kashmir Railway Survey to the Delhi-Minchinabad Railway Survey —

Mr E J Keelan Executive Engineer, 1st grade, sub pro tem

Lieutenant J W Petavel, R E, Assistant Engineer, 2nd grade

The 8th November, 1892

No. 59.—Mr J Woodside, Assistant Engineer, 1st grade, passed the Departmental Standard Examination prescribed in Public Works Department Code, Volume I, Chapter II paragraph 18, on the 10th October, 1892

The 10th November, 1892

No. 60.—Mr J J. Hamilton, Sub-Engineer, 1st grade, temporary rank, and Honorary Assistant Engineer, is transferred from the Bengal-Assam Railway to the Cuttack-Midnapur-Howrah Railway Survey

R. A. SARGEAUNT, *Lt-Col, R E.*,

Director-General.

EASTERN BENGAL STATE RAILWAY.

NOTIFICATION.

Sealdah, Calcutta, the 11th November, 1892.

No. 11.—Captain C. H. Cowie, R.E., Assistant Manager, is granted one month's privilege leave under Articles 277 to 291 of the Civil Service Regulations, with effect from 14th November, 1892, or such date as he may avail himself of it.

S. FINNEY,

Offg. Manager.

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of the Treasure Trove Act, VI of 1878, that in the month of December, 1890, treasure consisting of 17 Dasari kattu rupees and 3 half-rupees, valued at R18-8, was found hidden by Kapavarapu Veerabhogadu of Timmannapalem in the Viravilli Taluq while excavating foundations for the wall of his house.

All persons claiming the said treasure are hereby required to appear personally or by an agent duly authorised, before the Collector of Vizagapatam, at his office, on the 16th April, 1893, or if that should happen to be a public holiday, on the next office day, in view to the matter being enquired into and determined according to law.

R. H. SHIPLEY,

Acting Collector of Vizagapatam.

VIZAGAPATAM,

The 2nd November, 1892.

CIVIL ENGINEERING COLLEGE, SIBPUR.

An examination for admission to the Mechanical Apprentice Department will be held at the College on Monday and Tuesday, the 9th and 10th January, 1893.

Candidates must apply in writing to the Principal not later than the 31st December, 1892, for permission to appear at the examination, enclosing a fee of R2, a certificate of good conduct, and a certificate of age. Applications unaccompanied by fee and certificates will not be considered.

For admission to this Department, candidates must be between the ages of 15 and 17 years.

The subjects of examination are—

Arithmetic	The whole.
Algebra	To Simple Equations.
Euclid	Books I and II.
English Grammar and Composition.	

Every applicant, before admission to the College, will be examined by the College Surgeon as to his physical strength, fitness for manual labour, and eyesight. If this officer's report is unsatisfactory, the applicant will not be admitted, and his examination fee will be returned.

There will be one vacancy on the Free List for Christian apprentices in February next, and sixteen on the Reduced* Fee List.

For Natives there will be at least eighteen vacancies, possibly more, on the Reduced † Fee List. These vacancies will be filled up after the opening of the session by the Board of Visitors from those apprentices who join the College. No guarantee can, therefore, be given beforehand, but forms to be filled in for the consideration of the Board can be had on application to the Principal.

Owing to want of accommodation, the number of *Hindu* apprentices to be admitted is limited. Candidates will be selected in order of merit.

* R5 per mensem.
† R2 per mensem.

J. S. SLATER,

Principal, Civil Engineering College.

SIBPUR,

The November, 1892.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act, 1888.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 17th November, 1892.

No. 10441.—In consequence of the appointment of Mr. F. P. Williams, Superintendent of Post Offices, 1st grade, to act as Deputy Post Master General, Eastern Bengal, the following acting appointments are made with effect from the 16th October, 1892, until further orders:—

Mr. M. E. Monks, Superintendent of Post Offices, 2nd grade, to act in the 1st grade.
Mr. J. W. K. McCrea, Superintendent of Post Offices, 3rd grade, to act in the 2nd grade.
Lala Sanwal Das Ramasnehi, Superintendent of Post Offices, 4th grade, to act in the 3rd grade.

No 10464.—Mr. H. Tulloch, Superintendent of Post Offices, 3rd grade, is granted an extension of extraordinary leave, without allowance, for twenty days from the 27th October, 1892.

A. U. FANSHAWE,

Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 15th November, 1892

Blythe & Co.	Graham, R.	Rankin, Miss.
Broncke, W. J.	Hewett, K.	Richardson & Co.
Bastien, J. V.	Kinder, H.	Ringing & Co.
Bernie, A. H.	Lyon, J., & Co.	Skilling, Mrs. J. M.
Caddy, A. E.	Mason, Thomas.	Taylor, Mrs. Eva.
Crofton, Geo.	McIntosh, C. G.	Twi, J.
Davis, H.	Newington, D.	Watson, G. H.

Letters marked "Care of Post Office"

Abbs, Cooper, Miss.	George, J., Esq.	Murray, Slade
Addis, A.	Graham, Mrs J. D.	Naylor, Mrs. H. A.
Addis, H. B.	Harmon, Alexis.	Naser, Sam E.
Alexander, George.	Harrington, Rev.	Newcombe, Alfred.
Ancell, F.	Hayes, Miss Alice.	Newington, Miss
Augustine, S. M.	Heavy, Reg. S.	Nyss, Mrs. F. W.
Bainbridge, R. B.	Hennessy, A.	Ollivm, E C.
Branson, Mrs. C. E. D.	Hill, J. A.	Parsons, John.
	Hlellde, Miss	Peatling, T. H.
Barrington, E.	Hough, A., Esq.	Remmington, Capt. F A.
Barten, J. G.	Hough, E	
Bell, Mrs.	Horn, Baron D.	Revelliod, John, Esq
Blakie, T.	Houston, U. K.	Reynolds, R.
Brewer, Thos.	Humpage, Alf., Mr.	Robertson, Mr.
Broomfield, A. E., Esq	Isaacs, Flias H.	Rose, C. M
	Jackson, Miss Amy.	Roundell, C.
Brown, Frank.	Jeffery, Mr	Sanderson, W. L.
Brown, M	Johnston, Mrs.	Saxby, Frank.
Butterfield, C R.	Kane, R J	Sewell, George.
Campbell, M.	Kirk, Lawrence.	Schmidt, H., Esq.
Charlton, J. G.	Kramer, Miss Hethy.	Shillingford, Miss.
Clark, Harry.	LeMaitre, Mon.	Smith, Mrs. A.
Clark, Rev F. E.	Leonardi, F.	Solm, Mrs M.
Coles, J. A., Esq.	Leonardi, O.	Sponce, Reginald, Esq
Cook, S G	Leslie, W	
Coxe, R K.	Lidstone, C A.	Stack, Mr.
Crofton, W. M.	Macaulay Capt. M.	Stanier, Beville.
Cross, J C.	Mathews, Miss J W.	Stark, Rev. A
Deamrolais, Mr.	Matthews, Mrs. C M.	Summers, I., Mr.
Deavin, H. P.		Swarch, Sofia.
DeSouza, A S. R.	Maven, Miss Ada.	Swetenham, F., Col
Dowley, C B	Medd, G H	S C. M. & Co.
Drew, Thos M.	McCartie, Surgeon-Major	Lambkin, S
Drummond, G.		Thompson, L.
Dwyer, Dr. M. O.	McCartney, John.	Van Opstal, L. S.
Findlay, J. C.	McCoy, G F.	Wallace, R G.
Finkler, M.	McCudden, F G J.	Wallace, R. F.
Forsyth, Mrs.	Mittar, C H, Mrs.	Wallerstein, Major.
Foster, Miss E. J.	Moolla Moosajee.	Walton, H E.
Frend, A W J.	Murphy, J. C.	Woods Vernon.
Garrick, H. W.	Murphy, C S.	Wyndham, Wm.

Registered Letters.

Gay, R.	Jones, F. H., Esq.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.	Hardinge, C, Miss.	Russel, A. J.
Allen, D.	Hamilton I, Miss.	Russel, J. W.
Aston, H. T.	Hagter, M, Miss.	Rossell, C. H.
Bulkeley, Mrs.	Innes J R	Rawlings, Kate, Miss.
Broomfield, A E.	Jeffrie, W H	
Bahix and Junk.	Kelley, F H, Dr.	Rawlings, Kate, Miss.
Brounstien, R., Mrs.	Karopadi Ananthjee.	
Barboza, A.	Kennedy, S., Dr.	Reel, C.
Brooke, H.	Kinloch, C M	Sewell, R. D.
Bowen, R.	Kennedy, C. S.	Smith, A.
Bradby, W. A.	Koch, G	Schwarts M.
Burke, M., Miss.	Lendrum, J, Revd.	Styon, H. S.
Crowe, G. R.	Leonorde, I.	Saldanha
Collins, J O.	Laselle.	Shankland, R. R.
Charles, M C.	Lorenson, F.	Spencer C. G
Carpenter, Miss.	Lorenson, F.	Stuart, W. J., Major-General.
Clerk, F. E., Revd.	Lake, S M.	
Crawford, H E.	Much, L. H., Miss.	Stegemam, E. A., Mrs.
Conolly, C. A.	Manning, J. A.	
Cawally, J.	Mahomed Baksh.	Stoddard, W. A.
Colkers, A. B.	May, O. S	Szechengi, A, Count.
Deveie, Miss.	Mortiz, L.	Stevens, W. T.
Dobtial, J.	Marmbuck, J.	Schapira, K.
Durant, H., Mrs.	Mungeesha Raw, J.	Sharplin, A. C.
Etherington, B., Surgeant.	Murray, F F	Sinclair, W. J.
	McDonald, W. I.	Shamanandra Swami.
Eddis, A. S., Miss.	McDermott, A.	
Edwards, G, Private.	Martindale, D.	Stephenson, T.
Fitzgerald, M., Lady.	Butts, C S., Capt.	Sownbassa, Brig. General.
Fairbanks, A., Revd.	Martindale, D.	
Fabian, George.	Butts, C S, Capt.	Southgate, P.
Fieldhouse, A., Mrs.	Mcadam.	Townsend, E S.
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Arbuthnot, F.	Hill, B. C.	Mann, P. W.
Avery, C. W.	Hill, R.	Parker, C. F.
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Bellairs, N. E. B.	Inally, W. M.	Pym, E.
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Hay, I.	Lindsay, N.	Walker, Mrs.
Hecquet, N. O. D.		

GEO. ED. WALKER,

Offg. Presidency Postmaster, Calcutta.

The 19th November, 1892.

SEA AND FOREIGN MAILS

Mails for	Date of closing at Calcutta	Route by which despatched
	1892	
Egypt, Europe, America, Cape Colonies through United Kingdom.	23rd Nov.	Per P & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	22nd „	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan	28th „	Ditto
Australia, New Zealand, and Tasmania.	28th „	Ditto.
Madras, Pondicherry, Ceylon, Batavia, Singapore, and China.	19th „	Per French Str. *Niemen.*
Colombo	30th „	Per P & O Str. *Kaisar-i-Hind.*
Straits, China, and Japan . .	24th „	Per Steamer *Wingsang*
Rangoon and Moulmein	22nd „	Per Steamer *Africa.*
Rangoon, Moulmein, Penang, and Singapore.	25th „	Per Steamer *Pundua.*
Akyab, Kyaukpyu, Sandoway, and Rangoon.	23rd „	Per Steamer *Kistna*
Port Blair	1st Dec.	Per Steamer *Kohinur.*
Colombo and the Australasian Colonies.	2nd „	*Vid* Bombay and Tuticorin.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P M precisely, after which hour Inland letters and papers, fully pre-paid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P M. for despatch by any Foreign Mails despatched the same night

GEO. ED. WALKER,

Offg. Presidency Postmaster, Calcutta

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden. Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce

tin, *R5;* one pound tin, *R10.* The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3;* per eight-ounce tin, *R6,* per pound tin, *R12.* This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates

জ্বরঘ্ন সিনকোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আদেশ না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডেনের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিনকোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২।০ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পৌণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পৌণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণ ও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ।।০ ও এক পৌণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

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On and after 1st April, 1891, the price of this Quinine will be as follows.—

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¼ „	R 4,		„	R 4-8.

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বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

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১ এক পৌণ্ড টিন	১৬৲	বা ডাকমাশুল বিনা	১৬৸০
½ আধ „ „	৮৲	বা ডাকমাশুল বিনা	৮।০
¼ সিকি „ „	৪৲	বা ডাকমাশুল বিনা	৪।০

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিন্‌কোনাইন ও সিন্‌কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গ্যারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

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Annual Report on Inland Emigration for 1890. R1 (2a)

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In English. R1-8 (4a.)
In Kaithi. R1 (4a.)
In Nagri R1 (4a.)
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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 19, 1892.

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PANDIT MOHANLAL VISHNULAL PANDIA,
Secretary, Paropkarini Sabha.

PERTABGARH,

The 22nd September, 1892.

PROMISSORY NOTES.

Lost.

The Government Promissory Note, No. 185517, of the 4 per cent. of 1842-43, for R100, originally standing in the name of Baboo Gopal Chunder Bose, and last endorsed to Sumputrum Mooneylall, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

SUMPUTRUM MOONEYLALL

Lost or Stolen.

The Government Promissory Note, No. 148484, of the 4 per cent. of 1842-43, for R1,000, originally standing in the name of Loke Nath Jana, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

LOKE NATH JANA,
373—8, Upper Chitpore Road, Calcutta

Lost in a theft.

A Government Promissory Note, No 264758, of the 4 per cent. loan of 1865, for R500, originally standing in the name of Bank of Bombay, and last endorsed to Vinayak Chintaman Joglekar, by whom it was never endorsed to any other person, having been lost, notice is hereby given that payment of above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, Calcutta, and that application is about to be made for the issue of a duplicate in favour of the proprietor. The public are cautioned against purchasing or otherwise dealing with the abovementioned security.

VINAYAK CHINTAMAN JOGLEKAR.

POONA PEIT,
BOODHWAR HOUSE, No 158,
The 19th October, 1892.



SUPPLEMENT TO

The Gazette of India.

No. 47.} CALCUTTA, SATURDAY, NOVEMBER 19, 1892

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

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GOVERNMENT OF INDIA

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 12th November.*—Rainfall fair near coast from Cuddalore southwards; scarcely any rain elsewhere except showers on West Coast. Holding off of rains being felt in Carnatic and south, and crops reported to be withering in parts. Cessation of rain in Circars and Deccan beneficial. Cultivation and sowing still active, and standing crops generally thriving. Early harvest continues favourable. Pasture and water generally abundant, but supply of water for irrigation deficient in Carnatic. Cattle in good condition. Prices easier in Deccan and on West Coast, almost stationary in Carnatic, slightly higher in Circars, Central and Southern districts.

Bombay.—*For week ending 16th November.*—Slight rain in parts of five districts. Standing crops suffering from effects of late excessive rain in parts of five and damaged by locusts or other insects in parts of two districts. Harvesting of early and sowing of late crops progressing generally. Prices generally steady. Agricultural stock good and fodder sufficient.

Bengal.—*For week ending 12th November.*—No rain fell during the week, and the cold weather has set in. Reports of the winter rice crop continue generally satisfactory over the whole province, except in parts of Behar where no improvement has occurred. In Burdwan, Midnapore, and Hooghly the crop was much benefited by the last rain. Spring and poppy sowings are in progress, and conditions generally favourable, but more moisture required in Patna and Dur-

bhanga. Prices are generally steady, but show a tendency to fall in the eastern districts and elsewhere. In Mymensingh the price of rice has further fallen, and new rice will shortly be in the market. Three hundred and sixty-one persons received gratuitous relief in the Diamond Habour Sub-Division of the 24-Parganas district, against 264 in the preceding week. Fodder and water-supplies are sufficient, and cattle doing well.

North-Western Provinces and Oudh.—*For week ending 16th November.*—Weather clear. Spring sowings almost completed and poppy sowing commenced. Rice crops suffering for want of rain in places. Irrigation in full progress. Prices generally steady and have fallen in a few districts.

Punjab.—*For week ending 16th November.*—Rainfall *nil.* Harvesting of autumn crops in progress; sowing of spring crops going on. Condition and prospects of standing crops are good. Outturn of rice and cotton is reported good, and that of maize and *moth* below the average in Lahore Locusts again appeared in parts of the Hissar district. Condition of cattle is generally reported good. Fodder generally sufficient. Prices rising in one district, falling in another, stationary elsewhere.

Central Provinces.—*For week ending 9th November.*—The clouds have now cleared and bright weather has set in. The recent heavy rain has been of great benefit to the rice crop which will yield satisfactorily; the other autumn crops have also been generally improved, save in Nimar where the total rainfall up to date is 14 inches over the average. Some portion of the earlier spring sowing has been damaged and re-sowing will be necessary, but generally the rain has been of far more good than harm to the spring crop.

For week ending 16th November.—Clear weather has continued. The prospects of the autumn crops are generally excellent. Cotton and *jowar* promising as well as rice—a combination which rarely happens. The sowing of the spring crops has in places been delayed by the October rain, and here and there it has been necessary to resow fields sown before the rain fell. But the seed has everywhere germinated well, and the outlook is very satisfactory for the spring as well as the autumn harvests.

Burma.—*For week ending 12th November.*—LOWER BURMA: Prospects continue good. Early paddy being reaped in two districts. UPPER BURMA: No important change in crop prospects has taken place during the week. Some damage has been caused by floods in Mandalay and Bhamo. Rain is badly wanted in four districts. The paddy crop in Yamethin is in a critical condition.

Assam.—*For week ending 16th November.*—Weather dry. Mustard sowing continues. Crop prospects generally good. Condition of cattle normal. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 16th November.*—MYSORE Crops good except in parts of three districts where more rain is wanted. Prospects generally favourable. Prices fallen in one district.

COORG: No rain. Rice crops in good condition. Coffee ripening. Cardamom-picking nearly completed. Prices stationary. Fodder and water-supply sufficient.

Berar and Hyderabad.—*For week ending 16th November.*—BERAR: No rain. Weather cold Autumn crops in good condition except in parts of Buldana. Picking of cotton commenced throughout the province. Spring sowings except wheat completed. Fodder and water sufficient. Prices almost stationary.

HYDERABAD:—Rain moderate during week. Harvesting of irrigated crops commenced. Sowing of spring crops in progress. Prices steady.

Central India.—*For week ending 16th November.*—No rain during week Spring sowings progressing, but winter rain is required in Bundelkhund. Autumn crops being harvested; expected outturn fairly good. Cotton being collected in Bhopawar. Condition of agricultural stock good except in part of Bhopal. Prices of food-grains slightly lower in Neemuch; steady elsewhere.

Rajputana—*For week ending 16th November.*—Reaping of autumn crops and sowings for the spring crops still continue Harvest prospects generally good. Pasturage and fodder sufficient. Prices steady in eight States, falling in three others, risen in one, and fluctuating elsewhere.

Nepal.—*For week ending 3rd November.*—Weather fair. Harvesting of rice completed, outturn excellent.

For week ending 10th November:—Weather fair.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 1892.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui		...	...	...	11 8	9 3	12 14	9 12	...		...	...	...	...	...		...			...		...	428 0	428 0	12 0	9 0
Tavoy				...	10 5	10 5	11 7	11 7				...	...		...							...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 14	7 14		...	8 1	8 1	9 11	9 11	6 5	6 5	...		...	...	...		10 2	10 2	12 2	12 2			220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu			...	...	8 5	8 5	10 14	10 14			...	...	...	...	...		11 2	11 2	20 8	20 8		...	143 0	143 0	14 3	14 3
Rangoon	9 0	9 8	...	...	9 8	9 8	10 8	10 8	10 0	10 8			...	...	...		9 0	0 0			...	...	125 0	125 0	16 0	16 8
Thôngwa		...	...	...	5 12	5 13	9 5	9 4	...	...			...	...	...	...					...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	10 7	9 6	12 3	10 2	...		...			...	...		10 5	10 9	...			...	211 2	211 2	19 4	19 4
Pegu (inland)—																										
Shwegyin		...	...	...	7 8	7 1	7 12	7 5	...	...	...	...	...	...	...	...							250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	9 8	9 8	14 3	14 3	...	...	...	...	...	...		...	7 2	7 2	...	...	7 2	7 2	450 0	450 0	14 3	14 3
Henzada			...	...	8 5	9 5	8 5	9 5	...	...	...	...	...	...	...	...	9 8	9 8	...	...			183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	9 3	8 1	10 3	8 13	...	...	...	...	...	...	...	...	9 2	11 14	...		9 6	9 6	193 3	161 10	14 3	14 3
Toungoo			...	...	9 1	8 1	10 10	9 14			...		...	...	...	...	10 14	10 14			...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	[illegible] 3		...	10 0	8 12	10 10	10 10				...	...	...			12 13	12 13	18 13	28 3	...		392 0	392 0	14 8	14 8
Upper Burma—																										
Mandalay	11 6	11 2	...		9 8	9 11	10 4	10 7	17 14	17 13	...	...	...	...	...	...	10 5	10 1	20 0	18 7	8 7	8 4	70 0	70 0	18 0	18 0
Bhamo	‡	‡	...	...	7 11	6 12	9 5	7 11	‡	‡	...	...	...	...	...	...	9 0	9 0	‡	‡	7 2	7 2	218 0	218 0	9 10	7 3
Pakôkku	‡	‡	...	...	7 0	6 9	8 10	8 10	28 10	28 0	...	...	...	...	...		13 8	11 3	‡	‡	‡	5 9	113 0	113 0	14 3	14 3
Meiktila	4 3	4 3	...	...	7 2	7 2	8 14	8 14	10 11	10 11	...	...	...	...	...	...	14 4	14 4	20 13	20 13	5 13	5 13	222 10	222 10	16 0	14 4
Arakan—																										
Sandoway	...	...	...	...	14 6	12 5	18 12	15 6		11 12	...	...	...	...	...				...	...	...	...	469 11	469 11	16 0	14 9
Kyaukpyu	...	...	...	...	11 3	10 11	12 3	11 9	...	...	...	...	...	...	...	...	6 0	6 0	...	...		...	340 0	340 0	15 0	15 0
Akyab	...	...			10 0	10 0	11 0	11 0	...	...	...	...	...		...		9 0	9 0	...	...	9 0	9 0	150 0	130 0	10 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	9 8	9 8	10 6	10 6	...	...	...	...	...	...	...	...	11 6	12 0	...	...	...	...	108 0	107 0	10 12	10 6
Cachar	9 0	8 0	...	...	7 0	8 0	8 0	10 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...		80 0	80 0	9 8	10 0
Khási and Jaintia Hills	...	...	...	...	5 8	5 8	7 0	6 10	...	...	...	...	...	...	...	...	8 4	8 1	16 0	16 0	...	...	100 0	100 0	8 0	7 0
Garo Hills	...	...	...	...	6 0	5 0	9 0	14 0	...	...	...	...	...	...	...	...	8 0	7 0	...	...	...	7 0	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	12 0	12 0	...	...	6 8	6 0	10 0	12 0	...	...	...	...	...	...	...	...	10 0	13 0	...	...	13 0	16 0	80 0	80 0	10 0	10 0
Kámrup	9 0	8 8	...	...	10 0	10 0	13 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	10 8	10 8
Darrang	5 12	5 12	...	...	9 0	10 0	10 0	12 0	...	...	...	...	...	...	...	...	11 0	11 0	...	...	...	...	100 0	100 0	9 0	9 0
Nowgong	...	...	...	...	7 0	7 0	9 0	9 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 0	10 0	10 0	...	...	...	...	...	...	...	...	10 0	12 0	...	...	...	...	60 0	60 0	9 0	9 0
Lakhimpur	7 0	8 0	...	...	6 8	6 8	10 0	10 0	...	...	...	...	...	...	...	...	11 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	8 0	8 0	8 14	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	..	...	...	...
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Eastern—																										
Backergunge	...	...	...	...	9 6	9 0	11 6	10 8	...	...	...	...	...	...	..	.	13 5	13 3	. .	...	..	..	80 0	80 0	10 10	10 10
Noakhali	..		...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	..	...	...	9 0	9 0	...	..	...	...	..	..	9 0	9 0
Chittagong	10 0	9 12	...	..	10 0	7 8	12 0	9 8	...	...	...	...	...	...	...	...	11 4	11 4		...			110 0	110 0	10 0	10 0
Tippera	10 0	10 0	...	...	8 8	8 8	9 8	10 0	...	...	...	...	...	...	...	...	13 0	12 5	...	...	7 10	7 10	.	...	10 13½	10 13½
Dacca	10 8	10 8	...	...	9 8	9 8	10 0	10 0	...	...	...	...	...	...	...	...	14 0	14 0	...	...	15 0	16 0	120 0	120 0	10 0	10 0
Mymensingh	9 8	9 8	...	...	8 0	9 0	10 0	10 0	..	.	..	...	..	...	...	...	12 8	12 8	..	..	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	11 0	11 0	..	...	...	...	...	...	.	.	10 8	12 0	..	..	10 0	10 0	160 0	160 0	9 0	9 0
24-Parganas	11 8	11 8	16 0	16 0	8 0	8 0	11 0	11 0	...	...	...	...	...	...	7 8	7 0	14 0	14 0	20 0	...	18 0	18 0	100 0	100 0	11 0	11 0
Midnapore	10 11	10 8	...	...	10 0	10 0	12 0	11 8	.	...	...	...	...	...	...	...	13 0	13 0	...	..	17 0	17 0	280 0	240 0	11 10	11 8
Howrah	...	.	..	..	8 14	8 14	11 0	12 12		..	.	..	...	...	...	...	.	.			10 10	10 10	106 0	106 0	10 10⅜	10 10⅜
Calcutta	11 3	11 2	14 15	14 8	8 1	8 2	10 11	10 10	14 8	15 2	10 13	11 0	...	...	10 0	10 0	14 4	14 0	19 7	16 0	15 2	15 0	85 0	85 0	11 5	11 4
Hooghly	12 8	12 0	...	14 0	8 0	8 8	10 0	10 0	...	.	...	...	...	...	...	..	14 8	14 8	...		11 8	11 8	120 0	120 0	10 10	10 10
Nadia (Krishnagar)	11 13½	12 0	20 0	20 0	10 2½	10 0	11 7	11 7	...	...	...	...	...	..	...	...	15 9½	16 0	..	..	17 12½	17 12½			10 10½	10 10½
Jessore	11 0	11 0	...		9 8	9 8	13 0	13 0	...	...	...	...	...	..	...	...	14 8	14 8	..	..	15 0	15 0	120 0	120 0	9 12	9 12
Faridpur	10 0	10 0	...	...	8 0	8 0	11 0	12 0	...	...	...	...	...	...	...	.	12 0	12 0	...	.	...	. .	...	...	10 0	10 0
Central—																										
Bankura	11 0	11 0	...	...	8 12	10 0	10 14½	11 4	...	..	...	...	...	..	...	..	14 0	13 0	..	.	14 0	16 0	320 0	320 0	10 0	10 0
Burdwan	12 10	12 15	...		9 8	9 0	11 8	12 0	...	...	...	...	...	...	.	.	14 4	14 12	...	...	17 0	18 0	100 0	100 0	12 0	12 0
Birbhum	10 8	11 0	9 0	9 0	10 8	10 8	12 0	12 0	.	...	...	...	...	...	..	...	13 8	14 0	.	..	10 8	11 0	160 0	160 0	10 12	10 12
Murshidabad	12 0	12 0	...	..	9 0	9 0	12 0	12 0	...	...	...	...	...	...	.	.	16 0	16 0	.	...	17 0	17 0	200 0	200 0	10 8	10 8
Sonthal Parganas	11 0	11 0	...	...	10 0	10 0	11 0	12 0	...	...	...	...	...	...	...	...	13 0	14 8	30 0	30 0	15 0	15 0	200 0	200 0	11 0	10 0
Pabna	13 8	13 8	...	.	6 14	6 14	12 12	12 12	...	...	...	...	..	...	..	..	13 14	12 0	..	...	17 4	17 4	200 0	200 0	9 12	9 12
Bogra	12 0	12 0	...	.	9 0	9 12	11 12	12 0	..	...	...	..	...	...	...	..	12 0	12 0	.	.			90 0	90 0	9 12	9 12
Rajshahi	12 0	12 0	19 8	19 8	9 0	9 0	10 14	11 4	...	...	...	...	...	...	...	...	15 12	15 12			16 10	16 8	240 0	240 0	9 9	9 9
Malda	12 8	12 0	.	...	9 0	9 8	12 0	14 0	...	...	...	...	...	...	13 0	12 0	14 8	13 0				.	120 0	120 0	10 0	10 0
Northern—																										
Rangpur	11 4	11 4	..	..	8 0	8 0	10 8	10 11	...	...	...	...	.	...	..	...	13 0	13 0	...	..	9 0	9 0	80 0	80 0	10 0	10 0
Dinajpur	11 4	10 0	15 12	16 0	9 0	9 10	13 0	15 10	...	...	...	...	...	...	..	...	13 12	12 0		..	14 12	14 0	160 0	160 0	9 4	10 4
Jalpaiguri	11 0	11 0	14 0	14 0	6 0	6 0	10 0	10 8	...	.	...	...	..	.	..	...	13 0	11 0	13 0		10 0	8 0	200 0	200 0	10 0	9 8
Darjeeling	7 0	8 0	8 0	9 0	5 0	5 0	10 0	10 0	...	...	...	...	13 5	13 0	...	...	11 0	14 0	16 0	20 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	9 3	8 8	..	.	7 1	7 8	11 13	10 8	...	...	...	...	...	...	..	...	13 10†	13 5†	. .	..	13 2	13 5	80 0	80 0	11 13	12 0
Cuttack	9 3	9 3	..	...	8 3	8 8	11 13	11 13	...	...	...	...	...	...	...	...	15 0†	16 1†	...	...	14 7	14 7	80 0	80 0	11 0	11 0
Balasore	11 0	11 0	10 0	10 0	10 0	10 0	15 0	14 0	...	...	...	...	...	.	...	..	12 0 to 13 0	12 0 to 13 0†	..	...	10 12	10 12	160 0	160 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	13 0	12 0	...	...	12 0	11 0	14 0	15 0	...	...	...	...	...	..	...		12 0	12 0	16 0	18 0	14 0	14 0	120 0	120 0	9 0	9 0
Manbhum	12 0	11 8	...	16 0	9 0	10 0	12 8	11 8	...	...	...	...	...	...	...	...	14 0	14 0	20 0	32 0	16 0	16 0	...		10 10	10 10
Lohardaga	7 0 to 9 8	7 0 to 9 0	11 0	11 0	12 0	12 0	14 0 to 19 0	13 0 to 17 0	...	...	...	...	34 0	32 0	...	..	10 0 to 10 8	10 8 to 11 0	35 0	22 0 to 32 0	11 8 to 15 0	11 8 to 15 0	160 0	140 0 to 60 0	9 0	9 0
Palámau	12 6	11 13	20 4	20 4	12 1	11 15	16 0	15 12	...	...	...	...	...	...	...	...	13 8	14 1	32 8	32 10		...	.	.	8 12	9 0
Hazáribágh	11 0	11 0	14 0	13 0	8 0	8 0	13 8	13 8	...	...	...	...	32 0	30 0	...	...	13 8	13 0	28 0	22 0	16 0	15 0	240 0	240 0	9 0	9 0

† Kala.   ‡ Not sold.   (a) Not stated.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat. Present fortnight.	Wheat. Past fortnight.	Barley. Present fortnight.	Barley. Past fortnight.	Rice, best sort. Present fortnight.	Rice, best sort. Past fortnight.	Rice, common. Present fortnight.	Rice, common. Past fortnight.	Jowar or cholum (*Sorghum vulgare*). Present fortnight.	Jowar or cholum. Past fortnight.	Bajra or cumbu (*Pennisetum typhoideum*). Present fortnight.	Bajra or cumbu. Past fortnight.	Marua or ragi (*Eleusine coracana*). Present fortnight.	Marua or ragi. Past fortnight.	Kangni or kakun, Italian millet (*Setaria italica*). Present fortnight.	Kangni or kakun. Past fortnight.	Gram, chenna, chola, kadalay or sunaga (*Cicer arietinum*). Present fortnight.	Gram. Past fortnight.	Maize (*Zea Mays*). Present fortnight.	Maize. Past fortnight.	Arhar, or thur, cadjan pea (*Cajanus indicus*). Present fortnight.	Arhar. Past fortnight.	Firewood. Present fortnight.	Firewood. Past fortnight.	Salt. Present fortnight.	Salt. Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued*.																										
Bihár, south—																										
Monghyr	12 8 to 13 4	13 6	15 8 to 16 0	13 8	9 8	9 4	12 0	11 8	...	13 8	...	15 8	30 0 to 32 0	20 0	18 0 to 20 0	18 0	16 0 to 18 0	13 8	30 0	22 4	17 8	17 12	120 0 to 160 0	160 0	10 8	10 8
Gayá	12 8	12 0	17 0	17 0	9 0	8 8	12 0	12 0	16 8	..	18 0	18 0	25 4	25 4	17 0	17 4	17 0	17 0	20 8	25 4	19 0	19 0	200 0	200 0	10 0	10 0
Patna	14 0 to 15 8	15 0 to 15 8	24 0	21 0	10 8	10 0	15 0	14 0	21 0	21 0		...	22 0	22 0	20 0	20 0	21 0	21 0	27 0	25 0	22 8	22 8	130 0	130 0	11 8	11 8
Shahabad	14 0	13 0	17 0	17 0	8 0	8 0	11 0	10 0	...	...	...	..	...	. .	...	..	17 0	16 0	20 0	20 0	16 0	16 0	128 0	140 0	11 0	11 0
Bihár, north—																										
Purnea	11 0	11 0	..	...	8 0	10 0	14 0	16 0	..	.	...		32 0	32 0	21 0	21 0	13 0	15 12	16 0	16 0	13 0	13 0	320 0	320 0	10 0	10 0
Bhágalpur	13 14	13 14	16 6	15 2	10 1	10 1	12 10	11 6	..	..	...	.	...	.	...		15 12	16 8	27 13	29 0	16 6	17 10	164 0	166 12	10 11	10 11
Darbhanga	13 2	13 3	17 8	17 10	9 14	11 0	12 1	14 13	...	.	...	...	24 8	30 13	13 0	15 6	17 8	17 14	27 8	24 12	17 12	18 11	168 0	176 0	11 0	10 0
Muzaffarpur	13 0	13 0	19 0	20 0	8 0	8 0	12 0	12 0	..	.	...	.	30 0	25 0	.	..	18 0	18 0	30 0	30 0	19 0	18 0	160 0	160 0	10 8	10 0
Sáran	13 13	14 0	20 0	21 0	8 0	8 8	11 10	11 10		...		14 0	23 8	23 0	16 0	15 0	18 8	19 8	25 0	23 13	20 0	20 4	160 0	160 0	10 10	10 8
Champaran	11 8	12 8	17 0	16 0	9 0	9 0	14 8	13 8	...	..	..	...	32 0	24 8			16 8	16 0	28 0	24 8	17 0	17 0	160 0	160 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	18 0	18 0	8 0	8 0	12 0	12 0	20 0	20 0	18 0	18 0	18 0	18 0	12 0	12 0	18 0	18 0	21 0	22 0	21 0	21 0	100 0	100 0	10 0	10 0
Benares	13 0	13 0	17 5½	17 9	9 8	9 5½	10 2½	10 0	17 9½	17 11½	16 6	16 12½	20 10		17 14	15 3	17 14	17 14	21 11		21 10½	20 8½	125 0	125 0	9 10	9 8
Ghazipur	14 3	14 3	17 6	17 6	7 1	7 1	11 0	11 0	18 0	18 0	16 12	16 12	25 12	25 12	12 14	12 14	19 5	19 5	19 5	19 5	21 4	21 4	180 4	180 4	10 5	10 5
Jaunpur	13 4	14 0	18 0	19 8	7 0	7 0	10 0	11 0	21 0				...	...			18 0	19 0		21 0	22 8	22 8	160 0	160 0	9 8	9 8
Allahabad	12 2	12 2	17 8	17 0	8 0	9 0	9 0	9 8	20 0	19 0	19 0	19 0	..	.	12 8	12 0	20 0	19 0			21 2	21 2	90 0	90 0	10 8	10 8
Central—																										
Bánda	16 0	16 0	21 8	22 0	7 0	7 8	11 0	12 0	..	.	...		...	..	.	.	21 8	22 0	...		23 0	23 0	160 0	160 0	10 8	10 8
Fatehpur	12 12	13 0	19 0	20 0	10 8	7 8	12 0	12 0					...	..			19 8	20 0			23 0	23 0	160 0	160 0	11 0	11 0
Hamírpur	16 4	16 4		..	9 0	9 0	11 8	11 0	20 8	20 8	19 8	19 8	..				21 8	21 8		.		28 12	140 0	140 0	11 4	11 0
Jalaun	16 8	16 8	21 0	21 0	9 0	9 0	10 0	10 0	21 0	21 0	20 0	20 0			16 0	16 0	22 0	22 0	18 0	18 8	24 0	24 0	160 0	160 0	11 0	11 0
Cawnpore	14 4	14 4	20 8	20 0	8 8	8 4	12 0	11 0	21 0	21 0	20 0	20 0	..	...	21 0	21 0	20 8	20 8	26 0	26 0	21 0	21 8	120 0	120 0	12 0	12 0
Etáwah	14 8	14 8	19 8	19 8	5 0	5 0	12 0	12 0	19 4	19 4	19 8	19 8	18 0	18 0	10 0	10 0	20 8	20 8	22 0	22 0	23 8	23 8	120 0	120 0	11 0	11 0
Farukhabad	13 12	13 12	19 4	19 1	5 4	5 4	8 0	8 8		19 1	17 0	16 5½	...	. .		...	19 0	20 0	20 8	24 9½	22 8	24 9½	120 0	120 0	11 8	12 9½
Mainpuri	15 0	15 0	20 0	20 8	4 8	4 8	10 0	9 0	20 0	20 8	18 0	20 0					20 4	20 4	23 0	23 0	23 0	24 0	160 0	160 0	11 0	11 0
Etah	15 12	15 12	23 8	22 8	6 8	6 8	12 8	8 8	.		15 8	15 8	21 8	21 8	10 8	10 8	24 8	24 8	28 8	25 8	17 8	17 8	160 0	160 0	11 8	12 0
Western—																										
Jhánsi	16 8	16 8	22 4	22 4	7 4	7 4	12 6	12 4	22 8	21 6	21 4	21 4	...	.			21 14½	22 4		.	28 8	28 8	180 0	180 0	11 0	11 0
Agra	13 8	13 8	23 0	22 8	5 0	5 0	9 8	9 8	21 0	21 0	20 0	19 0	.	...	18 0	17 0	22 0	22 0	21 8	.	15 8	15 8	110 0	110 0	12 0	12 0
Muttra	14 8	14 8	24 0	23 8	7 0	7 0	10 8	10 8	25 0	25 0	20 0	20 0	...	...	8 0	8 0	26 8	25 8	20 0	20 0	28 0	28 0	120 0	120 0	12 4	12 4
Aligarh	14 4	14 0	24 0	21 0	5 0	5 4	10 0	9 0	19 0	20 0	19 0	20 0		...	12 0	12 0	23 0	23 0	23 0	19 0	20 0	22 0	120 0	125 0	11 0	11 8
Bulandshahr	15 4	14 12	23 8	23 0	6 0	6 0	9 0	9 0	21 0	21 0	16 0	16 0			12 0	12 0	23 4	23 4	24 0	22 0	17 0	17 0	120 0	120 0	11 4	11 8
Submontane—																										
Ballia	14 12	14 8	18 8	17 8	9 8	9 0	12 8	11 4	...	.	..		25 0	.	25 0	18 0	18 4	18 0	23 0	18 0	19 8	19 8	115 0	115 0	11 0	11 0
Azamgarh	13 2	13 4	19 3	18 8	8 14	8 14	14 12	11 13		..	...	...	.	..	.	. .	19 3	19 3	..		20 10	16 4	177 8	177 8	9 13	9 13
Gorakhpur	12 8	12 8	17 1	16 10	9 0	9 0	12 15	12 0	. .		...	..	19 12	19 12	18 0	16 3	16 10	16 10	18 0	19 12	19 12	18 7	140 0	140 0	9 10	9 10
Basti	15 0	15 0	20 0	20 0	10 0	10 0	21 0†	21 0‡	10 0	10 0	.		14 0	12 0	10 0	10 0	18 0	20 0	18 0	18 0	20 0	20 0	160 0	160 0	10 0	10 0
Sháhjahánpur	14 0	14 0	20 0	21 0	8 0	8 0	8 8	8 8	20 0	20 0	18 0	18 0	...	...	12 0	12 0	20 0	19 4	20 0	20 0	20 8	20 0	140 0	140 0	11 0	10 12
Budaun	15 4	15 4	20 8	20 8	7 0	6 0	14 0	12 0	19 0	18 0	17 8	17 8	...	...	16 0	14 0	22 0	21 8	21 0	24 0	25 0	25 0	160 0	160 0	11 8	11 8
Pilibhit	13 14	13 6	25 0	25 0	11 4	10 10	12 8	11 14	25 0	23 8	.	18 12	...	...	. .	..	20 10	21 3	26 4	28 0	...	. .	130 0	130 0	10 15	10 15

Bareilly	12 14	12 14	17 9	18 3	6 8	6 8	10 9	10 9	18 12	18 12	15 4	15 4	...	...	9 0	8 2	18 12	18 8	19 6	18 12	21 1½	20 9	125 0	125 0	10 14	10 13
Moradabad	14 2	14 10	20 0	20 0	9 0	9 0	10 8	10 8	21 7	21 0	15 15	15 0	...	...	11 2	10 0	20 13	20 8	22 11	20 7	22 0	21 1	100 0	100 0	11 0	11 1
Naini Tal	9 8	9 8	16 0	16 0	5 0	5 0	7 8	7 8	...	...	10 0	...	...	...	...	...	13 0	13 8	...	...	9 0	9 0	160 0	160 0	7 0	7 0
Almora	9 1	9 4	11 4	11 4	7 4	7 4	8 0	8 0	...	...	...	...	11 0	11 0	14 0	14 0	11 4	11 4	...	...	9 0‖	9 0‖	200 0	200 0	8 0	8 0
Bijnor	14 1	14 5	21 10	21 6	10 2	10 2	11 4	11 4	18 0	15 12	...	...	...	...	...	...	19 11	19 6	...	...	20 4	20 4	135 0	135 0	10 11	10 11
Muzaffarnagar	15 0	14 13	24 3	24 3	6 9	6 9	11 8	10 8	22 0	22 0	15 6	15 6	9 14	9 14	6 9	6 9	22 0	21 12	15 6	15 6	11 0	11 0	132 0	132 0	11 0	11 0
Meerut	14 8	14 8	20 8	20 8	5 0	5 0	12 0	12 0	26 0	25 0	17 0	16 0	8 0	8 0	8 0	8 0	22 0	21 8	20 0	20 0	21 8	21 8	100 0	100 0	11 8	11 4
Sahâranpur	14 0	14 0	22 0	22 0	7 8	7 8	9 8	9 8	24 0	22 0	18 0	18 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 0	14 0	14 0	120 0	120 0	11 4	11 4
Dehra Dûn	13 0	13 0	17 0	17 0	9 0	9 0	9 8	10 0	16 0	16 0	16 0	16 0	16 0	16 0	...		18 0	18 0	18 0	18 0	18 0	18 0	160 0	160 0	9 8	10 0
Garhwál	7 0	7 0	10 0	10 0	4 0	4 0	5 0	5 0	...	...	...	...	10 0	10 0	10 0	10 0	7 0	7 0	...	...	6 0	6 0	160 0	160 0	5 0	5 0
Oudh—																										
Southern—																										
Partabgarh	14 0	14 0	21 0	22 0	8 0	8 0	16 0	13	...	...	...	...	30 0	30 0	...	...	21 8	22 0	...	...	16 0	16 0	160 0	160 0	10 0	10 8
Sultanpur	14 8	14 8	22 0	22 0	8 0	8 0	15 8	13 8	23 8	23 8	19 0	19 0	30 0	30 0	18 0	18 0	24 8	24 8	16 0	16 0	25 0	24 0	160 0	160 0	10 0	10 0
Rae-Bareli	14 0	14 0	22 0	22 0	7 0	7 0	15 0	14 8	22 0	22 8	22 0	23 0	30 0	30 0	24 4	30 0	25 0	25 0	20 0	20 0	25 0	24 8	180 0	180 0	10 0	10 4
Unao	13 0	13 0	18 0	18 0	8 0	8 0	11 0	11 0	19 0	19 0	10 0	19 0	...	...	...	...	19 8	19 8	20 0	20 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 6	13 8	20 4	19 12	6 0	6 0	13 0	11 8	20 0	20 8	20 8	21 0	...	...	25 0	25 0	20 12	20 8	30 0	32 0	22 0	22 0	100 0	100 0	11 0	11 0
Hardoi	15 8	15 8	22 0	22 0	8 0	8 0	15 0	12 0	22 0	22 0	...	...	...	18 0	...	...	23 0	24 0	22 0	...	15 0	14 0	160 0	160 0	11 8	11 8
Northern—																										
Fyzabad	13 6	13 2	19 0	18 8	11 0	11 0	14 12	13 12	...	...	...	...	...	...	19 0	18 8	20 0	21 8	28 0	...	20 8	20 8	120 0	120 0	10 0	10 0
Barabanki	13 0	13 0	20 0	20 0	11 8	11 8	13 8	13 12	23 0	23 0	18 0	18 0	26 8	24 0	21 0	19 0	23 0	23 0	28 8	27 8	22 0	20 0	112 8	125 0	11 4	11 0
Gonda	15 4	15 4	21 0	21 0	10 12	10 6	12 4	12 4	23 0	20 8	20 0	19 0	...	...	13 0	9 0	21 0	21 8	23 0	22 4	23 8	23 8	200 0	200 0	10 8	10 8
Bahraich	15 8	15 8	22 12	22 8	10 8	10 0	13 0	12 8	25 0	23 0	17 0	17 0	34 0	30 8	10 0	10 0	22 8	22 0	29 0	25 0	23 12	23 12	160 0	160 0	11 0	10 8
Sitapur	15 0	15 0	21 8	23 0	8 0	8 0	16 0	16 0	...	27 0	...	21 0	...	...	28 0	26 0	26 0	26 0	32 0	34 0	22 0	23 0	160 0	160 0	11 0	11 0
Kheri	15 4	15 0	26 0	26 0	8 0	8 0	16 0	13 0	30 0	20 0	...	...	30 0	30 0	12 0	12 0	26 0	24 0	26 0	25 0	25 0	24 0	160 0	160 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 8	13 5	17 8	18 12	8 2	8 7	10 0	8 11	18 12	18 12	12 8	12 8	...	...	...	...	19 6	19 6	19 6	17 2	25 0	12 8	...	...	14 2	15 3
Bánswara	16 4	15 10	18 12	18 12	7 8	8 12	13 12	13 12	...	...	..	..	...	...	...	...	25 0	27 8	33 12	31 6	20 0	20 0	...	...	10 0	10 10
Meywar (Oodeypore)	10 2½	9 9	14 1	15 4½	7 13	7 6¾	8 3½	8 3½	13 4½	14 13½	8 3½	8 3½	*Nil*	*Nil*	13 10¾	13 10¾	13 4½	12 14½	13 10¾	14 1	9 12½	9 6	160 0	160 0	8 9½	8 15½
Sirohee	11 0	10 12	16 0	15 8	5 0	5 0	6 0	6 0	15 0	14 0	14 0	12 0	...	...	19 0	19 0	13 0	13 0	15 0	14 0	12 0	10 0	160 0	160 0	10 8	10 8
Erinpura	11 8	10 15½	17 0	14 0	...		8 2	8 1	16 13	15 1½	15 5	13 1	...	...	...	...	17 4	15 15½	...	...	...	...	220 0	220 0	12 4	12 4
Ajmere	12 3	12 3	18 8	18 8	5 0	5 0	9 10	9 10	19 5	19 5	16 0	16 0	...	...	...	...	18 10	18 10	17 8	17 8	..	...	87 8	87 8	12 8	12 8
Abu	10 13	10 9	14 8	13 10	6 0	6 0	7 0	7 0	...		12 0	12 0	...	...	...	...	13 12	13 12	14 0	13 0	9 8	9 8	.	..	11 0	11 0
Kishengarh	12 8	12 4	17 12	18 0	9 0	9 0	10 0	10 0	17 4	17 0	16 0	16 0	†	†	†	†	18 8	18 4	16 12	16 12	†	†	*	*	13 0	13 0
Boondee	18 0	17 0	21 8	21 0	8 0	7 0	8 8	7 8	25 0	23 8	...	...	...	...	...	...	18 0	18 0	...	...	...	...	160 0	160 0	9 8	9 8
Kotah	18 4	18 4	19 0	20 0	7 8	7 8	8 8	8 8	27 0	27 8	14 0	14 0	...	...	...	...	19 0	21 0	24 0	24 0	17 0	17 0	240 0	240 0	10 0	10 0
Jhallawar	15 1½	15 3	24 2½	24 2½	7 1	7 1	10 3	10 3	21 12½	22 4	15 12½	15 12½	...	...	24 5	24 5	18 0	18 14	25 4	25 6	11 12½	11 12½	175 0	175 0	9 6	9 6
Tonk	15 6	15 0	21 0	20 0	7 8	7 8	8 0	7 12	24 12	23 4	...	...	...	...	...	...	16 2	16 0	...	...	...	...	100 0	80 0	10 8	10 0
Jeypore	13 12	14 4	19 0	19 0	5 0	5 0	7 8	7 8	20 0	20 0	17 0	17 12	†	†	12 0	12 0	19-8 to 21 0	1[illegible]-8 to 21 0	20 0	20 0	23 0	23 0	110 0	120 0	12 0	12 0
Kerowlee	16 9	16 6	23 2	23 2	10 0	10 10	11 4	11 4	22 13	23 2	18 12	18 12	...	...	15 0	15 0	22 13	23 2	...	...	33 12	32 8	200 0	200 0	11 4	11 4
Dholpur	16 5⅓	16 0¾	24 15¾	24 6¾	8 4¾	8 4½	9 7½	9 7½	21 11½	20 9½	23 1½	20 12½	...	...	18 0	11 4	25 10½	24 12	...	...	31 3	30 15	90 0	90 0	12 1½	11 15
Bhurtpore	16 5	16 0	24 5	23 11½	5 12	6 2½	6 14	6 15	24 8	22 0	17 10½	18 0	...	...	9 12	9 12	25 8	24 8	20 4	20 4	24 0	25 0	160 0	160 0	12 0	12 0
Ulwur	15 8	15 7	23 4	23 7	7 4	7 4	8 9	8 8	26 15	25 4	23 4	20 8	...	...	12 12	12 12	22 10	22 13	24 8	23 0	27 0	27 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 12	15 6	18 7	17 14	4 0	4 0	7 0	7 0	19 14½	19 0	16 8	16 8	...	...	...	...	14 0	14 0	...	...	...	...	200 0	200 0	10 8	10 8
Nusseerabad Cantonment	13 0	12 14½	19 0	18 5	8 0	8 0	8 8	8 8	16 0	16 0	15 0	15 0	...	...	...	...	18 8	18 0	15 0	15 0	10 8	10 8	110 0	110 0	12 8	12 8
Hilly Tracts of Meywar	11 0	11 0	18 0	18 0	...	...	10 0	10 0	...	..	...	..	...	...	...	...	16 0	16 8	20 0	20 0	...	...	§	¶	11 0	11 8
Bálmer	8 2	8 2			4 8	4 8	7 0	7 0	...	...	17 14	14 10	...	...	...	...	10 9	10 9	...	...	...	...	240 0	260 0	12 0	12 0
Anádra	11 2	11 0	14 0	14 0	5 12	...	7 0	...	...	...	12 0	12 0	...	...	...	...	14 0	13 8	13 8	12 8	9 0	9 0	...	...	11 0	11 4
Shahpoora	11 8	11 4	15 12	13 11½	7 0	7 6½	9 8	9 11½	17 4	13 14½	12 0	12 0	...	...	...	...	15 0	14 9½	15 12	13 9½	...	...	160 0	160 0	11 3	10 8
Western—																										
Jodhpore	10 0 and 11 10	10 2½ and 12 3	16 4	15 10	6 4	6 4	7 8	7 8	17 8 and 21 4	16 4 and 18 12	14 11	15 0	...	...	...	...	16 3	16 9	18 12	17 8	11 4	10 0	...	...	13 7	13 7
Jeysulmere	8 4	8 6	...	...	6 4	6 8	8 0	8 4	12 6	12 4	10 8	10 14	...	...	...	...	9 12	10 4	...	...	...	...	...	...	21 0	21 0
Bickaneer	10 8	10 8	...	...	3 0	2 14	7 0	7 0	...	...	14 8	13 10	...	...	...	...	16 0	16 0	...	...	10 0	10 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	11 4	11 0	15 0	15 0	7 0	7 0	8 0	7 8	20 0	18 0	19 0	16 8	...	...	...	...	15 0	14 14	22 0	18 0	18 0	18 0	120 0	120 0	10 2	10 0
Neemuch Cantonment	11 14	12 8	16 6	17 0	7 0	7 0	9 8	9 8	21 11	21 0	15 0	14 6	...	...	...	...	15 11	16 0	23 13	22 0	22 0	22 0	140 0	140 0	12 4	12 4
Goona	17 0	17 0	16 0	16 0	8 0	8 0	9 0	9 0	21 0	21 0	...	...	...	...	...	...	21 0	21 0	...	...	...	...	200 0	200 0	10 0	10 0
Gwalior	16 1¼	16 3½	23 12¼	23 10½	7 7	7 7	9 0½	9 4½	19 14	20 3	18 5¼	18 9½	...	...	12 12	12 12	19 2	19 2	20 7	20 11½	17 10½	17 12½	170 0	170 0	12 3½	12 3½

* Sold in bundles. † Not sold. ‡ Unhusked. § Seven and half pies per bundle. ‖ Husked. ¶ Six pies per bundle.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat		Barley		Rice, best sort		Rice common		Jowar or Cholum (*Sorghum vulgare*)		Bajra or Cumbu (*Pennisetum typhoideum*)		Marua or Ragi (*Eleusine coracana*)		Kangni or Kakun, Italian Millet (*Setaria italica*)		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar, or Thur, Cadjan Pea (*Cajanus indicus*)		Firewood		Salt	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight.	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight.	Present fortnight	Past fortnight	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch.	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch.	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch.	S. Ch.
Punjab—																										
Southern—																										
Hissar	14 0	14 0	20 0	19 0			10 0	10 0	23 0	22 0	19 0	20 0	†	†	†	†	23 0	23 0	†	†	†	†	120 0	120 0	11 0	11 0
Ferozepore	14 0	14 0	20 0	22 0			9 0	9 0	20 0	20 0	13 0	15 0	†	†	12 0	12 0	21 0	22 0	20 0	20 0	11 0	11 0	120 0	120 0	12 8	12 0
Montgomery	13 0	13 0	18 0	18 0			9 0	9 0	18 0	18 0	17 0	17 0	†	†	18 0	18 0	19 0	19 0	18 0	18 0	8 0	8 0	300 0	300 0	11 0	11 0
Central—																										
Gurgáon	16 0	15 0	26 0	26 0			8 0	7 0	24 0	23 0	22 0	22 0	†	†	†	†	24 0	24 0	22 0	22 0	24 0	22 0	130 0	130 0	11 0	11 0
Delhi	15 0	15 0	23 0	23 0			11 0	10 0	29 0	26 0	21 0	19 0	†	†	13 0	12 0	23 0	23 0	21 0	21 0	24 0	23 0	90 0	90 0	11 0	11 0
Rohtak	15 0	14 0	28 0	21 0			9 0	9 0	27 0	27 0	22 0	20 0	†	†	12 0	12 0	24 0	23 0	18 0	18 0	20 0	20 0	120 0	120 0	11 0	11 0
Karnal	15 0	14 0	23 0	22 0			11 0	10 0	24 0	24 0	16 0	16 0	20 0	20 0	16 0	16 0	24 0	23 0	22 0	22 0	15 0	15 0	160 0	160 0	10 0	10 0
Lahore	13 0	13 0	20 0	20 0			9 0	9 0	19 0	19 0	12 0	12 0	‡	‡	15 0	15 0	19 0	19 0	18 0	18 0	9 0	9 0	85 0	85 0	12 0	10 0
Sub-montane—																										
Umballa	15 0	15 0	20 0	20 0	.	.	10 0	10 0	25 0	25 0	18 0	18 0	20 0	20 0	9 0	9 0	22 0	22 0	22 0	19 0	16 0	16 0	130 0	130 0	12 12	12 12
Ludhiana	13 0	14 0	20 0	21 0			10 0	10 0	21 0	21 0	12 0	12 0	†	†	13 0	14 0	21 0	21 0	20 0	17 0	13 0	13 0	110 0	110 0	12 0	12 0
Jullundur	14 0	14 0	20 0	20 0		..	8 0	8 0	20 0	20 0	16 0	16 0	‡	‡	14 0	14 0	20 0	19 0	17 0	17 0	‡	‡	100 0	100 0	11 8	11 8
Hoshiárpur	13 0	14 0	19 0	21 0	...		10 0	9 0	20 0	20 0	16 0	16 0	18 0	18 0	16 0	12 0	19 0	19 0	17 0	16 0	8 0	8 0	90 0	100 0	11 12	12 0
Gurdáspur	14 0	14 0	21 0	21 0	.		9 0	9 0	20 0	20 0	13 0	13 0	20 0	20 0	16 0	16 0	20 0	20 0	20 0	20 0	‡	‡	120 0	120 0	12 0	11 8
Amritsar	13 0	13 0	19 0	19 0			10 0	10 0	19 0	19 0	12 0	12 0	†	†	19 0	15 0	18 0	18 0	15 0	16 0	†	†	90 0	90 0	12 0	11 0
Hills—																										
Simla	9 0	8 0	10 0	10 0		.	6 0	6 0	13 0	10 0	10 0	10 0	10 0	11 0	8 0	10 0	11 0	12 0	10 0	9 0	8 0	9 0	100 0	100 0	7 8	8 0
Kángra	9 0	9 0	14 0	15 0			7 0	8 0	12 0	12 0	10 0	10 0	20 0	20 0	6 0	6 0	13 0	13 0	12 0	12 0	8 0	8 0	120 0	120 0	10 0	11 0
North-western—																										
Siálkot	12 0	12 0	18 0	18 0			8 0	8 0	18 0	18 0	‡	‡	‡	‡	‡	‡	19 0	19 0	16 0	16 0	‡	‡	120 0	120 0	13 0	13 0
Gujránwála	13 0	13 0	19 0	19 0	.		10 0	10 0	19 0	19 0	14 0	14 0	†	†	13 0	13 0	19 0	19 0	18 0	18 0	†	†	110 0	110 0	12 4	12 4
Gujrat	13 0	13 0	19 0	19 0	.		9 0	9 0	20 0	20 0	16 0	16 0	†	†	10 0	10 0	18 0	18 0	15 0	15 0	†	†	110 0	110 0	14 0	14 0
Jhelum	13 0	13 0	16 0	16 0	..		10 0	10 0	16 0	17 0	16 0	13 0	†	†	•	•	19 0	19 0	16 0	16 0	†	†	120 0	120 0	14 0	14 0
Ráwalpindi	11 0	11 0	15 0	16 0			7 0	8 0	17 0	17 0	13 0	13 0	†	•	16 0	16 0	18 0	18 0	4 0	11 0	18 0	17 0	65 0	65 0	13 4	13 4
Hazára	10 0	10 0	13 0	13 0	.	.	6 0	6 0	‡	‡	12 0	12 0	†	†	‡	‡	13 0	13 0	11 0	11 0	†	†	100 0	100 0	11 0	11 0
Peshávar	10 0	11 0	15 0	16 0	..	.	8 0	8 0	16 0	17 0	10 0	11 0	†	†	15 0	15 0	15 0	15 0	12 0	12 0	13 0	13 0	88 0	100 0	36 0	36 0
Kohát	10 0	10 0	15 0	15 0	.		9 0	9 0	14 0	14 0	13 0	13 0	‡	‡	23 0	23 0	13 0	13 0	13 0	14 0	‡	‡	85 0	85 0	60 0	60 0
Western—																										
Sháhpur	12 0	12 0	18 0	18 0	.		8 0	8 0	15 0	15 0	15 0	15 0	16 0	16 0	16 0	16 0	16 0	16 0	14 0	14 0	†	†	200 0	200 0	13 0	13 0
Jhang	11 0	11 0	17 0	17 0	..	.	8 0	8 0	16 0	14 0	12 0	12 0	18 0	16 0	18 0	15 0	16 0	16 0	14 0	14 0	8 0	10 0	200 0	200 0	12 0	12 0
Mooltan	12 0	12 0	8 0	18 0	..		13 0	13 0	16 0	10 0	15 0	14 0	†	†	16 0	16 0	17 0	18 0	14 0	14 0	†	†	90 0	90 0	12 4	12 4
Bannu	13 0	14 0	19 0	19 0			9 0	9 0	18 0	18 0	14 0	15 0	8 0	8 0	8 0	8 0	17 0	16 0	15 0	14 0	13 0	14 0	90 0	90 0	40 0	40 0
D. I. Khan	10 0	10 0	16 0	16 0		.	7 0	7 0	14 0	13 0	14 0	13 0	‡	‡	6 0	6 0	15 0	14 0	13 0	13 0	10 0	12 0	150 0	140 0	35 0	34 0
Muzaffargarh	12 0	13 0	17 0	17 0	..	.	11 0	11 0	16 0	16 0	13 0	12 0	‡	‡	‡	‡	16 0	15 0	‡	‡	9 0	9 0	100 0	110 0	12 0	12 0
D. G. Khan	12 0	12 0	15 0	15 0	.		8 0	8 0	14 0	14 0	15 0	15 0	‡	‡	‡	‡	13 0	13 0	‡	‡	‡	‡	100 0	100 0	22 8	22 8
Sind and Baluchistan—																										
Karáchi	9 1½	10 0	15 0	14 8	7 0	7 0	10 0	10 0	16 0	15 0	15 0	15 0	‡	‡	‡	‡	14 1½	14 8	12 0	14 8	6 1½	6 8	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	11 [illegible]	[illegible] 12	13 0	13 4	8 0	8 0	0 8	10 8	18 0	14 0	18 0	16 8	..	.	.	..	12 0	12 0	...	.	..	.	160 0	150 0	11 8	11 8
Thar and Párkar (Umarkot)	10 [illegible]	10 8					11 8	11 8			15 0	13 0	...	...	...	...	.		...	..	.	10 0	140 0	160 0	12 0	12 0
Sukkur	11 [illegible]	11 8	16 0	16 0	8 0	8 0	10 0	10 0	14 0	14 0	15 0	15 0	..	..	...	...	14 0	14 0	...	...		10 0	120 0	120 0	12 0	12 0
Shikárpur	11 [illegible]	11 4	15 8	15 8	10 0	9 9	11 8	10 0	16 8	16 0	16 0	16 12	..	...	...	...	14 14	14 14	..	...	10 0	9 8	120 0	120 0	12 0	11 14
Upper Sind Frontier	11 5	11 8	14 8	13 5	8 0	8 0	12 4	12 4	20 0	21 0	20 0	20 0	...	..		...	14 4	13 8	...	.	8 10	8 10	213 0	213 0	11 0	11 0
Quetta	10 3	10 12	16 0	15 8	5 0	5 0	8 0	8 0	15 8	15 0	10 0	10 0	...	...	6 0	6 0	13 0	13 0	17 0	16 10	...	...	70 0	70 0	8 0	8 0

Bombay—																										
Konkan—																										
Karwar	8 8	8 8	*	*	5 8	5 8	12 0	12 0	13 0	13 0	12 0	12 0	19 0	19 0	*	*	10 8	9 0	*	*	9 12	9 12	213 5	213 5	11 8	12 0
Ratnagiri	6 9	7 15	*	*	8 9	9 5	10 9	10 9	13 0	13 0	9 13	9 3	14 2	14 11	*	*	9 13	11 3	*	*	7 8	8 3	105 0	105 0	12 15	12 15
Colába (Alibág)	8 0	8 0	...	...	7 5	7 5	10 3	10 2	12 2	12 2	11 4	11 4	...	...	...	...	11 0	11 0	...	...	9 3	9 3	103 0	103 0	12 0	12 0
Bombay	8 13	8 13	14 12	14 10	7 1	7 1	10 8	10 8	14 3	13 12	13 10	13 2	14 7	15 3	11 5	9 9	13 1	13 1	17 6	17 7	7 6	7 6	58 4	58 4	11 3	11 3
Tanna (Salsette)	8 12½	8 12½	*	*	8 3	8 3	10 0	10 0	*	*	12 14	12 14	18 11	18 11	*	*	11 7½	11 7½	*	*	8 12½	8 12½	80 0	80 0	12 5	12 5
Deccan—																										
Dharwar (Hubli)	9 1	9 1	*	*	8 11	8 11	9 8	9 8	21 12	20 13	15 15	15 15	22 6	22 6	*	*	10 11	10 11	*	*	13 2	13 2	75 0	75 0	10 5	10 7
Belgaum	9 0	9 8	17 0	17 0	10 8	10 0	11 0	10 8	21 0	19 0	...	18 0	24 0	24 0	*	*	10 8	11 4	*	*	8 8	8 8	86 0	86 0	13 8	13 4
Sátara	8 11	8 11	14 2	13 1	6 13	6 13	7 14	7 14	13 5	13 5	12 4	12 4	15 3	14 0	15 12	14 9	9 12	9 12	16 9	15 2	8 15	8 15	108 0	108 0	10 3	10 3
Sholapur	10 10	11 10	*	*	9 12	9 12	10 4	10 4	21 14	21 7	20 2	20 2	*	*	*	*	10 14	11 4	*	*	9 12	10 3	53 0	71 0	11 4	11 4
Bijápur	8 7	8 7	*	*	7 8	7 8	8 10	8 10	20 4	19 4	19 0	15 12	*	*	9 0	9 0	8 7	8 7	*	*	7 5	7 5	54 0	52 0	10 8	10 8
Poona (City)	9 3	9 3	10 3	10 3	7 15	7 15	8 9	8 9	15 4	14 2	14 15	13 13	16 6	16 6	...	...	11 8	11 8	..	...	12 0	12 0	67 7	67 7	11 11	11 11
Khandesh—																										
Ahmadnagar	10 4	10 4	...	...	7 0	7 0	8 0	8 0	18 0	18 0	17 0	17 0	...	...	...	...	13 4	13 4	...	...	16 0	16 0	91 0	91 0	13 0	13 0
Násik	11 15	11 8	...	...	9 0	9 0	10 8	10 8	...	...	15 13	15 13	19 2	19 2	...	...	13 8	13 8	...	...	11 8	11 8	128 0	128 0	14 4	14 4
Khandesh (Dhulia)	12 4	10 8	*	*	7 4	7 4	9 6	9 6	22 12	22 8	19 12	18 2	*	*	*	*	10 9	10 9	*	*	16 14	16 14	106 0	106 0	10 6	11 6
Guzerat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	8 0	8 0	15 0	15 0	14 0	14 0	*	*	6 0	6 0	13 0	13 0	*	*	14 0	14 0	90 0	95 0	13 0	13 0
Broach	11 0	11 0	*	*	8 0	8 0	10 8	10 8	17 0	17 0	14 0	14 0	*	*	*	*	12 8	12 8	*	*	13 0	13 0	80 0	80 0	13 0	13 0
Kaira	9 6	11 14	18 13	21 5	7 4	7 4	10 0	10 0	18 13	18 13	16 0	16 0	20 0	19 0	*	*	9 6	11 14	*	*	10 11	12 2	107 0	107 0	12 12	12 12
Baroda Camp (Sadar Bazar)	8 9½	8 9½	13 11½	12 9	6 4½	6 4½	8 0	8 0	18 4½	17 2	16 0	15 7	18 4½	17 2	...	*	9 2	11 7	...	...	8 9½	8 9½	73 2	73 2	10 13½	10 13½
Ahmadabad (Daskrohi)	11 0	11 0	19 0	19 0	8 0	8 0	9 0	9 0	17 0	16 0	17 0	16 0	20 0	20 0	...	..	11 0	13 0	18 0	19 0	12 0	12 0	80 0	80 0	13 8	13 8
Panch Máháls (Godhra)	9 0	9 0		...	9 8	9 8	11 8	11 8	...	...	16 0	16 0	23 0	23 0	...	...	17 8	17 0	22 0	22 0	10 0	10 0	160 0	160 0	12 4	12 4
Deesa Cantonment	11 8	11 8	13 8	13 8	6 0	6 0	7 8	7 8	13 0	13 0	14 0	14 0	*	*	*	*	13 8	13 8	*	*	11 0	11 0	145 0	145 0	12 0	12 0
Kattywar—																										
Rájkot	11 12	11 15	..	...	6 0	6 0	7 0	7 0	16 0	16 0	13 10	13 6	...	...	...	...	10 10	11 14	...	...	7 0	7 0	90 0	80 0	70 0	64 0
Central Provinces—																										
Western—																										
Nimar	12 13	12 13	...	...	6 12	6 13	10 9	10 9	20 10	20 7	...	...	...	...	...	...	15 1	17 4	...	...	11 10	11 10	120 0	120 0	11 5	11 5
Khandwa-Ásirgarh Cant.	11 8	11 8	...	...	9 0	9 0	10 0	10 0	17 11	17 8	17 11	17 8	...	...	15 0	15 0	15 0	15 0	...	...	11 8	11 8	160 0	160 0	8 0	8 0
Hoshangabad	12 0	12 15	...	...	7 6	7 6	10 6	10 6	15 8	14 15	...	...	...	...	...	...	10 10	16 10	...	...	12 5	12 5	140 0	140 0	9 8	9 8
Betúl	12 11	12 0	...	...	...	...	9 0	9 0	14 14	14 14	...	...	...	...	...	...	12 11	12 11	...	...	9 0	9 0	320 0	320 0	8 8	8 8
Chhindwára	10 6	9 8	...	...	8 14	7 4	10 10	8 14	12 0	11 14	...	...	...	...	...	...	9 8	9 8	...	...	8 0	8 0	120 0	120 0	8 0	8 0
Nágpur	11 9	11 8	...	...	9 6	10 0	10 10	11 4	16 14	16 14	...	...	...	...	...	...	16 4	16 4	...	...	9 6	10 5	95 0	95 0	10 8	10 8
Wardha	13 5	13 5	...	...	10 0	10 0	11 7	11 7	17 2	17 2	...	...	...	...	...	...	14 9	14 9	...	...	13 5	13 5	110 0	110 0	10 10	10 10
Central—																										
Narsinghpur	12 13	12 13	...	...	8 0	8 0	9 2	9 2	...	...	...	...	...	...	...	...	12 13	12 13	...	...	19 3	19 3	120 0	120 0	9 2	9 2
Saugor	12 6	11 9	...	...	9 6	9 6	9 11	9 11	...	...	...	...	...	...	...	...	16 7	15 7	...	...	18 0	18 0	144 0	144 0	9 4	9 4
Damoh	17 0	17 0	...	...	11 0	11 0	11 7	11 7	...	...	...	...	...	...	...	...	18 8	18 8	...	...	12 0	12 0	160 0	160 0	8 0	8 0
Jubbulpore	14 0	13 4	...	...	10 8	9 12	12 8	11 12	19 0	18 8	...	...	...	...	...	...	19 0	18 0	...	...	12 12	11 12	120 0	110 0	9 8	9 4
Baghalkhand (Sutna)	16 8	15 14	26 0	26 0	8 0	8 0	15 8	15 0	...	...	...	...	...	...	8 0	8 0	21 0	20 0	...	...	25 8	24 0	128 0	129 0	10 12	10 6
Mandla	16 0	16 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	24 0	24 0	...	...	12 0	12 0	200 0	200 0	8 0	8 0
Seoni	13 9	13 9	...	...	8 10	8 10	11 7	11 7	...	...	...	...	...	...	...	...	12 7	12 7	...	...	9 2	9 2	180 0	180 0	9 2	9 2
Bálaghát	11 13	11 13	...	..	11 13	11 13	15 5	15 5	...	...	...	...	...	...	...	...	16 13	16 13	...	...	11 4	11 4	136 0	136 0	9 0	9 0
Bhandára	12 8	12 8	...	...	...	...	12 8	12 8	...		...	...	...	...	...	...	17 8	16 0	...	...	10 0	10 0	200 0	200 0	9 0	9 0
Chanda	11 11	12 9	...	...	...	...	11 11	11 9	14 14	14 13	...	...	...	...	...	...	11 11	11 11	...	...	10 8	10 8	320 0	320 0	10 0	10 0
Eastern—																										
Bilúspur	13 5	13 5	...	...	13 8	12 5	18 0	18 0	...	...	...	...	...	...	...	...	16 12	16 12	...	...	10 14	10 14	64 0	64 0	8 0	8 0
Raipur	12 14	2 15	...	...	11 6	11 6	13 10	13 10	...	...	...	...	...	...	...	...	14 14	14 13	...	...	10 15	10 15	80 0	80 0	10 0	10 0
Sambalpur	10 8	10 8	...	...	13 2	13 2	16 10	16 10	...	...	...	...	...	...	...	...	12 0	12 0	...	...	8 0	8 0	120 0	120 0	9 10	9 10
Berar—																										
Buldána	14 0	14 0	...	...	8 0	8 0	9 0	9 0	23 0	23 0	21 0	20 0	...	...	...	...	14 0	15 0	...	...	11 0	10 0	182 0	182 0	9 0	9 0
Básim	12 10	13 5	...	...	7 10	8 0	9 13	10 5	21 0	22 10	23 0	23 0	...	...	...	...	13 10	14 0	...	...	11 10	11 10	80 0	80 0	9 6	9 6
Akola	11 0	11 0	...	...	7 0	7 0	10 0	10 0	18 0	18 0	15 0	15 0	...	...	...	...	11 0	11 0	...	...	10 0	10 0	87 0	87 0	10 0	10 0
Ellichpur	12 0	12 0	...	...	6 0	6 0	8 0	8 0	21 0	21 0	13 0	13 0	...	...	...	...	14 0	14 0	...	...	13 0	13 0	120 0	120 0	10 8	10 8
Amraoti	10 12	11 4	...	...	8 0	8 0	10 0	9 4	16 14	18 2	13 8	13 4	...	...	...	...	14 0	14 0	...	...	11 0	11 0	81 0	81 0	10 0	10 0
Wún	10 0	10 0	...	...	6 0	6 0	7 0	7 0	14 0	16 0	...	...	...	...	...	...	11 0	11 0	...	...	16 0	16 0	180 0	180 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	9 11	9 13	*	*	6 15	7 2	8 4	8 12	15 15	16 5	17 12	18 4	23 0	25 14	*	*	11 8	11 8	*	*	12 3	14 7	120 0	120 0	9 2	9 4
Boláram	10 8	10 8	*	*	7 0	7 0	8 12	7 14	17 15	9 14	*	20 6	*	*	*	*	12 4	12 4	*	*	*	*	116 14	116 14	9 5	9 5
Chadarghat	9 0	9 0	*	*	8 0	8 0	10 4	10 0	17 0	19 0	18 4	19 0	*	*	*	*	12 8	12 12	*	*	*	*	120 0	120 0	9 8	9 8

RETAIL PRICES FOR THE 2nd HALF OF SEPTEMBER 189[illegible]—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley		Rice, best sort.		Rice, common.		Jowar or Cholum (*Sorghum vulgare*).		Bajra or Cumbu (*Pennisetum typhoideum*).		Marua or Ragi (*Eleusine coracana*).		Kangni or Kakun, Italian Millet (*Setaria italica*).		Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*).		Maize (*Zea Mays*).		Arhar, or Thur, Cadjan Pea (*Cajanus indicus*).		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Madras—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Malabar Coast—																										
Malabar	7 14	7 14	...	...	9 10	8 14	10 6	9 5	*	*	*	*	18 3	16 2	...	...	...	...	...	...	...	...	136 2	136 2	11 11	11 11
S. Canara	7 14	7 14	...	...	10 10	9 14	11 5	11 5	*	*	*	*	19 5	17 8	...	...	...	...	...	...	...	...	121 8	121 8	12 11	12 11
South, central—																										
Coimbatore	9 0	9 0	...	...	9 8	9 8	10 0	10 0	19 2	20 0	19 2	19 2	19 11	19 11	...	...	...	...	...	...	...	...	133 11	133 11	11 11	11 11
Nilgiris	7 13	7 13	...	...	7 10	7 10	8 0	8 0	14 3	14 3	12 10	12 10	15 13	16 10	...	...	...	...	...	...	...	...	274 3	274 3	10 2	9 3
Salem	7 11	7 11	...	...	8 14	8 14	9 14	9 14	15 8	17 5	19 5	18 8	21 6	20 8	...	...	...	...	...	...	...	...	196 13	196 13	12 14	12 14
Central—																										
Bellary	8 10	8 10	...	...	10 3	9 10	10 13	10 5	20 10	20 10	18 13	16 14	23 5	23 5	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Anantapur	6 11	6 11	...	...	9 10	9 10	10 13	10 13	17 0	18 0	12 3	12 3	18 6	18 6	...	...	...	...	...	...	...	...	97 3	97 3	11 14	11 14
Cuddapah	7 11	7 0	...	...	8 11	8 11	11 3	11 3	16 10	15 13	21 0	21 13	21 13	21 13	...	...	...	...	...	...	...	...	140 0	140 0	12 3	12 3
Kurnool	7 5	7 5	...	...	9 14	9 3	11 6	10 0	20 10	19 3	13 13	13 13	*	*	...	...	...	...	...	...	...	...	142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	6 8	6 8	...	...	10 0	10 0	11 0	11 0	*	11 8	*	*	14 13	14 13	...	...	...	...	...	...	...	...	104 0	104 0	10 11	10 11
Vizagapatam	8 0	8 0	...	...	7 5	7 13	9 10	10 8	17 5	15 2	23 13	24 13	20 3	18 3	...	...	...	...	...	...	...	...	97 3	97 3	11 11	11 11
Godávari	7 3	7 3	...	...	10 6	11 6	12 0	12 0	17 5	17 5	24 10	24 10	16 6	16 6	...	...	...	...	...	...	...	...	162 0	162 0	12 8	12 8
East Coast, central—																										
Kistna	6 8	6 14	...	...	12 0	11 8	12 10	12 2	19 0	17 6	*	*	19 14	19 6	...	...	...	...	...	...	...	...	140 14	140 14	13 3	13 3
Nellore	7 3	7 3	...	...	10 10	9 8	11 11	11 2	16 8	16 0	13 3	12 3	19 3	18 3	...	...	...	...	...	...	...	...	93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	7 0	6 11	...	...	9 6	8 6	10 0	9 8	20 3	13 8	20 8	17 3	19 3	18 3	...	...	...	...	...	...	...	...	123 14	123 14	12 11	12 11
Chingleput	*	*	...	...	8 10	8 5	9 2	8 11	*	*	*	*	17 13	16 6	...	...	...	...	...	...	...	...	108 14	124 6	12 6	12 6
N. Arcot	6 13	6 13	...	...	9 11	9 11	10 11	10 11	20 3	20 0	12 6	12 6	20 8	20 8	...	...	...	...	...	...	...	...	160 13	160 13	11 11	11 11
S. Arcot	6 10	7 6	...	...	10 6	10 14	11 6	11 6	*	*	24 10	22 5	22 5	21 8	...	...	...	...	...	...	...	...	209 0	209 0	11 11	11 11
Tanjore	6 10	6 10	...	...	10 0	9 10	11 11	10 0	*	*	23 3	20 5	19 10	19 10	...	...	...	...	...	...	...	...	145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 5	...	...	9 3	9 3	9 6	9 6	18 3	*	16 8	17 2	18 5	16 6	...	...	...	...	...	...	...	...	143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	7 8	7 13	...	...	8 11	8 11	10 0	9 10	*	*	*	*	*	*	...	...	...	...	...	...	...	...	58 5	58 5	14 6	14 6
Madura	7 13	7 13	...	...	9 3	9 8	9 11	9 11	14 10	14 10	14 0	14 0	15 8	15 8	...	...	...	...	...	...	...	...	116 10	116 10	13 10	13 10
Mysore—																										
Mysore	6 8	6 8	6 8	6 8	7 8	7 0	8 8	8 4	29 0	25 0	17 0	15 0	24 0	21 0	15 0	13 0	9 0	8 0	...	...	11 0	10 0	108 0	108 0	9 4	10 0
Bangalore	7 8	8 0	7 12	7 12	7 0	7 3	8 4	8 4	16 8	15 2	...	...	23 11	20 0	...	...	9 0	9 0	...	...	9 8	9 0	96 0	96 0	10 0	10 0
Kolar	7 4	7 4	6 4	6 4	7 12	8 0	8 12	8 8	24 0	20 0	22 0	21 0	27 0	25 0	...	...	8 12	8 12	25 0	24 0	10 0	10 0	150 0	150 0	9 12	9 8
Túmkúr	7 0	7 0	7 0	7 0	8 0	8 0	9 0	9 0	25 0	[illegible]	...	...	30 0	28 0	...	...	8 8	8 8	...	...	12 8	12 0	340 0	340 0	9 8	9 8
Hassan	...	...	7 4	7 0	8 8	9 0	10 0	10 0	...	...	...	...	32 0	37 0	...	...	8 0	8 8	...	...	13 0	14 0	200 0	200 0	8 8	8 8
Kadur	8 0	7 0	8 0	7 0	10 0	9 0	12 0	11 0	...	...	...	...	28 0	28 0	...	...	9 0	9 0	...	...	7 0	7 0	240 0	240 0	8 0	8 0
Shimoga	7 6	7 6	8 6	7 14	8 15	9 7	11 9	11 9	28 6	30 7	...	...	30 7	32 0	...	...	8 15	8 15	...	...	12 10	12 10	480 0	480 0	9 7	8 15
Chitaldroog	8 0	8 8	8 8	9 0	9 0	8 8	11 8	10 8	34 0	32 0	18 0	18 0	38 0	40 0	32 0	32 0	10 0	10 0	...	...	10 0	10 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 0	7 8	8 0	6 8	6 8	8 0	8 0	10 0	...	...	...	...	17 0	23 0	...	...	14 8	14 8	...	...	...	...	110 0	110 0	8 8	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...	...	...	...	9 4	9 4	...	...	5 9	5 9	65 5	65 5	32 0	32 0

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

S. JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS

No XXX OF 1892-93

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS

N B – As regards the figures in column *Total Receipts from 1st April 892* audited figures have been used as far as possible

Railway.	Average earnings per mile per week in 1891-92	Week ending 7th November 1891			Week ending 5th November 1892			Earnings from 1st April to 7th November 1891	Earnings from 1st April to 5th November 1892	Increases in 1892-93	Decreases in 1892-93
		Mean mileage worked	Earnings: Total	Earnings: Per mile open per week	Mean mileage worked	Earnings: Total	Earnings: Per mile open per week				
State lines worked by companies	R	Miles	R	R	Miles	R	R	R	R	R	R
Standard gauge											
East Indian (*a*)	590	1,634	8,54,422	523	1,633	10,10,273	616	2,91,41,014	2,84,39,529		7,01,485
Bengal Nagpur	150	831	08,906	83	831	1,00,189	120	34,24,083	31,18,338	.	3,05,745
Indian Midland	127	752	82,043	109	752	84,209	112	26,58,389	27,74,746	1,16,357	
Metre gauge											
Rajputana-Malwa	253	1,672	3,32,698	199	1,674	4,11,000	246	1,23,89,370	1,26,06,558	2,17,188	
South Indian	150	901	1,00,823	112	1,106	1 37,742	1.5	43,41,421	45,24,806	1,83 385	
Southern Mahratta	86	1,044	70,540	68	1,044	74 280	71	27,51,851	25 38,950		2,12,901
Bengal and North Western (*b*)	130	739	70,364	95	755	1,34,150	178	29,13,448	30,27,106	1,13,658	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	7,201	36	199	10,371	52	2,94,162	3,70,994	76,832	
TOTAL	250	7,772	15,86,997	204	8,000	19,62 120	245	5,79,13,738	5 74,01 057		5,12,681
State lines worked by the state.											
Standard gauge											
North Western ( )	264	2,395	6,64,360	277	2,511	4,47 741	178	1,95 22,638	1,43,19 5 8		5-,03,070
Oudh and Rohilkhand	244	692	1,50,020	226	692	1,76,378	255	49 94,543	48,35 857	..	1,58,686
Eastern Bengal (including metre and 2′ 6″ gauge)	284	777	2,53,364	326	777	3 33,610	423	71,98,970	69,81 448		2,17,522
Bengal Central (*d*)	117	125	13,074	103	125	18,100	145	4,53,048	4,59,029	5,981	.
Metre gauge											
Burma (*e*)	203	609	1,11,474	183	715	1,21,123	169	30,50,091	37,94,060	7,43 969	
Special gauges—											
Jorhát	47	25	1,200	48	25	1,610	66	40,681	44,766	4,085	
Cherra-Companyganj	44	8	382	48	8	419	5-	10,204	9,067		1,197
TOTAL	251	4,631	12,01,074	259	4 853	10,93,091	226	3,52,70,-35	3 04,43,795		48,26,440
Lines worked by guaranteed companies											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,492	6,04,779	405	1,490	5,78,698	388	2,50,82,425	2,14,11,404		36,71,021
Bombay, Baroda and Central India	590	461	2,30,035	499	461	2,45,000	531	82,15,266	83,43,877	1,28,611	...
Madras	216	840	1,47 103	175	840	1 67,347	199	57,09,367	54 62,975		2,46,392
TOTAL	466	2,793	9,81,917	352	2,791	9,91,045	355	3,90,07,0 8	3,52,18 256		37,98,802
TOTAL (GUARANTEED AND STATE)	290	15,193	37,69,988	248	15,644	40,52 256	259	13,21 91,03	12,30 63,106		91,27,923
Assisted companies.											
Standard gauge											
Delhi-Umballa Kalka	129	162	23,536	145	162	26,0-9	161	6,53,867	6,35,281	.	18,586
Tárakeshwar	258	22	4,2-3	192	22	5,337	243	1,72 8..	1,70,503		2,319
Metre gauge—											
Rohilkhand Kumaun (Company's section	114	67	12,265	183	67	10,327	154	2 52 433	2 89 212	36,779	..
Dibru-Sadiya	128	78	10,106	130	78	10,053	1-9	3,03 493	3,1 ,141	-,648	
TOTAL	135	329	50,130	152	329	51,746	157	13,86,015	14,07, 37	18,5-2	
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	52,058	147	354	54,263	153	15,94,89-	15,36 659		58,233
The Gaekwar's Petlad	91	13	936	72	13	1,520	117	30,923	30,485		438
Metre gauge											
Southern Mahratta (Mysore &c	86	296	25,270	85	311	31,-20	100	8,-2,305	8,49,319	27,014	...
The Gaekwar's Mehsana	50	93	2,809	30	93	4,220	45	1,13 136	1,47,153	34 0--	
Kolhapur	55	29	1,307	45	29	2,027	70	(g) 46,968	52,586	5 618	
Special gauge—											
The Gaekwar's Dabhoi	55	72	2,141	30	72	5,130	71	1 20,406	1 43,766	23,360	..
TOTAL	107	857	84,521	93	8-2	98,380	113	27,15,4-5	27,46 768	31,343	
Lines owned by native states and worked by state railway agency											
Standard gauge											
Rajpura-Bhatinda	118	108	8,917	83	108	7,040	65	3,93,194	2,89 085		1,04,109
Lines owned and worked by native states											
Metre gauge—											
Bhavnagar-Gondal Junágarh-Porbandar	83	334	19,568	53	334	28 202	84	8,32 058	9,60,495	1,28 437	
Jodhpur-Bickaneer	72	223	9,336	42	291	16,600	57	3,70,010	5,4-,510	1,7-,50[illegible]	..
Special gauge—											
Morvi	63	94	4,672	50	94	5,516	59	1,94,567	1,00 438		4,129
TOTAL	76	651	33,636	52	713	50,318	70	13,96,635	16,93 443	2,96 808	
GRAND TOTAL	269	17,141	39,47,192	230	17,672	42,59,740	241	13,81,04,900	12,92,19 541		88,85,359

(*a*) Includes the Patna-Gya state railway.
(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*d*) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.
(*e*) Includes the Mu Valley state railway.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khamgaon, and Amráoti state railways.
(*g*) Total receipts from 21st April to 7th November 1891.

H P BURT,
Asstt Secretary.

CALCUTTA,
The 15th November, 1892.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first seven months of the official year 1892-93 and of the twenty-one preceding years

(In Thousands of Rupees)

FOR THE SEVEN MONTHS, APRIL TO OCTOBER

Year	Bengal				Bombay				Sindh				Madras				Burma				Total British India					Year
	On Imports of Liquors	On other Imports	On Exports	Total Revenue	On Imports of Liquors	On other Imports	On Exports	Total Revenue	On Imports of Liquors	On other Imports	On Exports	Total Revenue	On Imports of Liquors	On other Imports	On Exports	Total Revenue	On Imports of Liquors	On other Imports	On Exports	Total Revenue	On Imports of Liquors	On other Imports	Total Import Revenue	Export Revenue	Total Revenue	
1871-72	5,80	41 51	11,08	58 99	4,21	23,72	2,19	30 12	73	71	97	2,41	2,01	7,31	8,29	17,61	90	2,39	10,72	14 01	13,65	75,64	89,29	31,85	1,23,14	1871-72
1872-73	7,13	42,07	12,77	62 00	3,19	23,87	1,80	28,86	65	65	1,29	2,59	2,26	6 86	6,55	15 67	1,82	2,71	19,53	24 06	15 08	76,16	91,24	41,94	1,33 18	1872-73
1873-74	5 84	40,14	9,35	53,33	3,46	23,11	1,78	28,35	71	46	66	1,83	2,07	7,87	8,06	18 00	1,95	2,78	15,46	20,19	14,03	74 36	88,39	35,31	1,23,70	1873-74
1874-75	6,68	45,52	6,83	59,03	3,88	26,13	1,94	31,95	60	38	76	1,80	2,01	7,95	7,83	17 79	2,28	3,75	10,24	16,27	15,51	83,73	99,24	27,60	1,26,84	1874-75
1875-76	6,92	43,56	8,11	58 59	3,90	22,00	3,45	29,95	73	54	92	2,19	2,37	8,33	7,68	18 38	2,18	2 78	18,51	23,47	16,10	77,81	93,91	38 67	1,32,58	1875-76
1876-77	7,23	37,99	7,41	5 ,63	4,57	22,10	58	27,25	90	43	13	1 45	3 20	7,42	5,02	15,64	2,59	3,04	13,00	18 63	18,49	70,97	89,46	26,14	1,15 60	1876-77
1877-78	8,46	47,56	8,64	64 66	4,89	25 79	52	31,20	1,19	49	22	1,90	3,07	4,63	1,14	8,84	2,81	3,33	9,65	15,79	20 42	81,80	1,02,22	20,17	1,22 39	1877-78
1878-79	7,45	38,84	7,75	54,04	4,78	23,32	1,25	29 35	1,03	32	11	1,46	3,29	5,48	2,50	11 27	4,02	3,95	14,44	22 41	20 57	71,91	92,48	26,05	1,18,53	1878-79
1879-80	6,68	35,70	5,23	47 61	5,19	19,68	1,02	25 89	1,79	45	11	2,35	3,11	5,34	3,70	12 15	3,96	3,60	17,39	24,95	20 73	64,77	85,50	27 45	1,12 95	1879-80
1880-81	7,52	34,66	6,51	48,69	4,89	28,25	1,03	34,17	2,60	64	13	3,37	2,82	6,14	5,21	14 17	2,68	4,53	19 36	26,57	20,51	74 22	94,73	32,24	1,26,97	1880-81
1881-82	7,50	32,69	8,80	48,99	5,89	25,50	85	32,24	2,24	71	17	3,12	2,78	5,69	3,38	11,85	3,93	4,42	22,92	31,27	22 34	69,01	91,35	36,12	1,27,47	1881-82
1882-83	8,02	2	8,84	16 88	5,83	—105*	78	5 56	2,03	4	31	2,38	3,18	1	2,41	5,60	4,67	5	28,37	33,09	23,73	—93*	22 80	40,71	63,51	1882-83
1883-84	7,83	10	10,20	18,13	6,08	21	69	6 98	2,05	2	27	2,34	2,88	7	3,10	6,05	4,56	10	20,30	24 96	23,40	50	23,90	34 55	58,46	1883-84
1884-85	6,90	20	5 78	12 88	5,69	22	95	6,86	2,21	3	28	2,52	2,70	1	3,47	6,18	4,43	6	15,08	19,57	21,93	52	22,45	25 56	48 01	1884-85
1885-86	7,46	14	7,17	14,77	6,69	27	53	7 49	2,48	3	39	2,90	2,77	5	2,17	4,99	3,66	4	23 83	27,53	23,06	53	23 59	34,09	57,68	1885-86
1886-87	7,22	25	5,96	13,43	6,69	32	64	7,65	2,65	7	53	3,25	3,45	10	3,25	6,80	5,05	10	19,68	24,83	25 06	84	25 90	30,06	55,96	1886-87
1887-88	6,80	29	7,78	14,87	8,22	26	90	9,38	2,85	4	44	3,33	5,60	4	2,80	8,44	5,25	1	21,05	26 31	28 72	64	29,36	32,97	62,33	1887-88
1888-89	8,37	3,53	9,10	21,00	8,14	2,46	68	11,28	3,11	62	22	3,95	5,88	54	3,08	9 30	5,01	63	13,70	19,34	30,51	7,78	38,29	26,78	65,07	1888-89
1889-90	8,05	5,39	6 68	20,12	8,93	1,50	1,06	11,49	3, 6	47	29	3,92	5,82	35	4,11	10,28	4,71	1,67	22,74	29,12	30,67	9,38	40,05	34,88	74,93	1889-90
1890-91	9,36	5,40	9,16	23,92	9,38	2 64	93	12,95	3,53	51	45	4,49	6,51	60	2 76	9,87	5,22	22	32,75	38,19	34,00	9,37	43,37	46,05	89,42	1890-91
1891-92	8,99	6,19	9,78	24,96	9,45	3,16	63	13,24	3,31	54	37	4,22	5,84	55	2,42	8,79	5,15	60	28,03	33 78	32,72	11,04	43,76	41,23	84,99	1891-92
1892-93	9,52	6,57	7,49	23,58	9,84	2,77	1,01	13 62	3,14	38	42	3,94	5,78	20	2,49	8,47	5,53	37	20,53	26,43	33,81	10,29	44,10	31,34	76,04	1892-93

* The amount refunded was greater than the duty collected.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*)
Calcutta, 15th November 1892.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Calcutta*



The Gazette of India.

PUBLISHED BY AUTHORITY.

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☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS

PART I.

Government of India Notifications, Appointments, Promotions, etc.

LEGISLATIVE DEPARTMENT.

NOTIFICATION.

Simla, the 18th November, 1892.

No. 28.—Mr. Charlton Swinhoe, Barrister-at-Law, is appointed to officiate as a Reporter for the Indian Law Reports in the High Court, Calcutta, to fill an existing vacancy, until the return of Mr J V. Woodman, Chief Reporter, or until further orders.

S. HARVEY JAMES,
Secretary to the Government of India.

HOME DEPARTMENT.

NOTIFICATIONS.

MEDICAL.

Calcutta, the 24th November, 1892.

No. 661.—The services of Surgeon Captain J. F. Evans, M.B, Bengal Establishment, are placed at the disposal of the Punjab Government for appointment as Officiating Professor of Chemistry and Toxicology in the Lahore Medical College and Chemical Examiner to the Government of the Punjab during the absence on furlough of Surgeon-Captain D. St J. D Grant, or until further orders

POLICE

The 25th November, 1892.

No 610.—The services of the undermentioned officers are placed at the disposal of the Chief Commissioner of Burma for employment as Assistant Commandants in the Upper Burma Military Police —

Lieutenant C. C. A. Sillery, I S C., 6th Punjab Infantry

Lieutenant H N Roome, I S.C, 7th Bombay Lancers.

Lieutenant W H. Prendergast, I.S.C., 20th Punjab Infantry.

ECCLESIASTICAL.

The 22nd November, 1892.

No. 306.—The Reverend John Cameron has been appointed on probation to be a Chaplain

of the Church of Scotland on the Bengal Ecclesiastical Establishment, to fill an existing vacancy.

No. 308.—The services of the Reverend E. M. Beasley, a Senior Chaplain on the Bengal Ecclesiastical Establishment, are placed at the disposal of the Government of the North-Western Provinces and Oudh, with effect from the 7th November, 1892, or the subsequent date on which he may assume charge of his duties.

C. J. LYALL,

Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATION

AGRICULTURE.

Calcutta, the 25th November, 1892.

No 2762-41—Her Majesty's Secretary of State has appointed Dr. J. W. Leather, Ph D., F.I.C., F.C.S, and Mr S Hoare Collins, A.I C., F.C.S., to be Agricultural Chemist and Assistant Agricultural Chemist, respectively, to the Government of India Dr Leather and Mr. Collins assumed charge of their respective offices on the 17th November, 1892.

E. D. MACLAGAN,

Offg Under-Secretary to the Govt. of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Simla, the 16th November, 1892.

No. 1902-G.—Captain G G J. S. Jones, Indian Staff Corps, Wing Officer and Adjutant, Deoli Irregular Force, is appointed to be Station Staff Officer at Deoli, with effect from the 31st October, 1892, *vice* Lieutenant A. G. W. Moore.

No 1905-G.—Lieutenant-Colonel D W. K. Barr, Indian Staff Corps, Resident of the 2nd class and Resident at Gwalior, is appointed to officiate, on return from furlough, as Resident in Kashmir, with effect from the date of assuming charge, and during the absence on furlough of Colonel W. F. Prideaux, or until further orders.

The 17th November, 1892.

No. 1909-G.—Captain R P. Colomb, Indian Staff Corps, Assistant Commissioner of the 2nd class, in the Hyderabad Assigned Districts, is appointed to officiate as an Assistant Commissioner of the 1st class, with effect from the 13th September, 1892.

No. 1911-G.—The services of Surgeon-Captain G. B. Irvine, Indian Medical Service (Bengal), are replaced at the disposal of the Military Department, with effect from the date on which he may be relieved of his duties as Officiating Medical Officer of the Meywar Bhil Corps.

Fort William, the 24th November, 1892.

No. 4337-I.—The services of Mr. E. J. Moore, Superintending Engineer, Goona-Bina Branch, Indian Midland Railway, are replaced at the disposal of the Public Works Department, with effect from the forenoon of the 27th October, 1892.

The 25th November, 1892.

No 4352-I.—In exercise of the powers conferred by the Notification of the Government of India in the Foreign Department, No. 3631-I., dated the 21st September, 1892, the Governor-General in Council is pleased to direct the transfer of the following civil appeal pending before the First Assistant Resident at Hyderabad, by virtue of his jurisdiction over the Cantonment of Secunderabad, to the Civil and Sessions Judge, Hyderabad Assigned Districts:—

CIVIL APPEAL NO. 23 OF 1892.
Polsetty Venkannah,
versus
Ravoor Kristannah.

W J CUNINGHAM,

Depy. Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Calcutta, the 24th November, 1892.

No. 4719-P.—Mr G D. Pudumjee, Assistant Accountant General, Bombay, is granted privilege leave for 15 days, with effect from 16th November, 1892.

No 4734-P.—Mr. P. E. Clague, Chief Superintendent in the Office of Comptroller, Burma, is granted privilege leave for 19 days, with effect from 5th December, 1892.

The 25th November, 1892.

No 4747-P—Mr. E. Lawrence is appointed to officiate as Accountant General, North-Western Provinces and Oudh, with effect from the 4th November, 1892.

Mr. J C E Branson is posted as Deputy Accountant General, Bombay, with effect from the 16th November, 1892.

STEPHEN JACOB,

Offg. Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 25th November, 1892.

APPOINTMENTS.

NATIVE ARMY.

No. 1100—*4th Bengal Cavalry*—

Jemadar Fateh Singh, appointed on probation in G. G. O. No. 56 of 1891, is permitted to resign his appointment.

FURLOUGH AND LEAVE.

No. 1101.—The undermentioned officer is granted furlough out of India:—

Lieutenant G. McK. Franks, Royal Artillery, Subaltern, No. 3 (Peshawar) Mountain Battery, (m. c) for one year, under rule IX, note I, of the regulations of 1868.

No. 1102.—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps; the specified period to count from the date of being struck off duty.—

Lieutenant A. H. Battye, Indian Staff Corps, Wing Officer, 39th Bengal Infantry, for one year. Pension service—9th year commenced 12th November, 1892.

No. 1103—The undermentioned officers have been granted extensions of furlough or leave by the Secretary of State for India.—

Colonel J. L. N Willis, Indian Staff Corps, Squadron Commander and 2nd-in-Command, 16th Bengal Cavalry, (p. a) for 105 days.

Colonel J. A. Temple, Indian Staff Corps, Deputy Commissioner, 1st class, Central Provinces, (m. c.) for two months.

Major H. A. Abbott, Indian Staff Corps, Commandant, 15th Bengal Infantry, (p. a.) for 25 days.

Major F. M. Rundall, D.S.O., Indian Staff Corps, Wing Commander and 2nd-in-Command, 1st Battalion, 4th Gurkha Rifles, (m. c.) for three months.

Captain and Brevet Lieutenant-Colonel A G B. Ternan, Indian Staff Corps, Commandant, 42nd Gurkha Rifles, (m. c.) for six months.

Captain W. H. Jameson, Indian Staff Corps, Wing Commander, 32nd Bengal Infantry, (p. a) for four months.

Captain J. A Gibbon, Royal Engineers, Assistant Engineer, 1st grade, Military Works Department, (p. a) for seventeen days.

Captain F. M. Drury, Indian Staff Corps, Wing Commander, 2nd Battalion, 4th Gurkha Rifles, (m. c) for three months.

Lieutenant W. G. Walker, Indian Staff Corps, Wing Officer, 1st Battalion, 4th Gurkha Rifles, (p. a) for eight days.

Lieutenant J. A. Wilson, Indian Staff Corps, Wing Officer, 44th Gurkha Rifles, (m. c.) for two months.

Lieutenant F. C. Laing, Indian Staff Corps, Wing Officer, 12th Bengal Infantry, (p. a.) for three months.

Brigade-Surgeon Lieutenant Colonel H. B. Purves, Civil Surgeon, Howrah, (u. p. a.) for two months, without pay.

Surgeon-Major K. M. Downie, M.D., 29th Bengal Infantry, (p. a) till 1st April, 1893.

Surgeon-Captain D. T. Lane, M.D., (m. c) for three months.

Surgeon-Captain W. H. B. Robinson, 34th Bengal Infantry, (m. c.) for three months.

LONDON GAZETTE.

No. 1104.—The following extracts are published for general information:—

"London Gazette," dated the 1st November, 1892, page 6076.

WAR OFFICE, PALL MALL,

1st November, 1892.

* * * * *

MEMORANDA.

* * * * *

The promotions to the rank of Lieutenant of the undermentioned Second Lieutenants are cancelled, those officers having been transferred to the Indian Staff Corps with anterior dates:—

G. A Strahan, the Duke of Cambridge's Own (Middlesex Regiment).

H. P. Ainslie, the Prince of Wales's (North Staffordshire Regiment).

E. Tennant, the King's Own (Royal Lancaster Regiment).

R. M. Barff, the Prince of Wales's Own (West Yorkshire Regiment).

P Holland-Pryor, 3rd Dragoon Guards.

A. R. Nethersole, the Royal Scots Fusiliers.

INDIAN STAFF CORPS.

Colonel William George Cubitt, V.C., D.S O., is transferred to the Unemployed Supernumerary List. Dated 19th October, 1892.

PROMOTIONS.

No. 1105—The following promotion is made, subject to Her Majesty's approval —

INDIAN STAFF CORPS.

Captain to be Major.

Henry Montague Pakington Hawkes,—23rd November, 1892.

NATIVE ARMY.

No. 1106.—*8th Bengal Infantry*—

In G. G. O. No. 1059 of 1892, *for* "Havildar Agan Singh" *read* "Havildar Ugan Singh", and *for* "Subadar Yethee Misir" *read* "Subadar Jethu Misir".

No. 1107.—*29th Bengal Infantry*—

Jemadar Jawáhir Singh to be Subadar, and Havildar Harnam Singh to be Jemadar, *vice* Gulab Singh, *Bahadur*, deceased, with effect from the 6th October, 1892.

PUNJAB FRONTIER FORCE.

No 1108.—*The Punjab Garrison Battery*—

Jemadar Wazir Singh, from No 2 (Derajat) Mountain Battery, to be Subadar, *vice* Subadar Fattu, *Bahadur*, transferred to the pension establishment, with effect from the 1st July, 1892. (This cancels G G. O No. 1040 of 1892)

VOLUNTEER CORPS.

PROMOTIONS.

No. 1109.—*Burma State Railway Volunteer Corps*—

Mr. Charles Condon Swetenham to be 2nd Lieutenant, *vice* Luckstedt, transferred.

No. 1110.—*Ghazipur Volunteer Rifle Corps*—

In G. G. O. No. 595 of 1892, *for* "John George Berkeley" *read* "John George Barkley."

No. 1111—*Upper Burma Volunteer Rifles*—

Mr. Duncan John Alfred Campbell to be Captain to complete the establishment.

Second-Lieutenants Edward Gabbett, Henry McDonald, and Ernest Adolphus O'Bryen to be Lieutenants to complete the establishment.

RESIGNATIONS.

No. 1112.—*1st Punjab Volunteer Rifle Corps*—

Major C. H. T. Marshall (Colonel, Indian Staff Corps) resigns his commission.

M. J. KING-HARMAN,

for *Secretary to the Government of India.*

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 25th November, 1892.

Under clause 25 of the Regulations appended to the Regimental Debts Act of 1863, it is notified that reports of the deaths of the under-mentioned Commissioned and Warrant Officers, on the dates specified, were received in the Military Department between the 19th and the 25th November, 1892:—

Corps.	Rank and Names.	Date of decease.	Place of decease.	Testate or intestate.	REMARKS.
Royal Artillery	Capt. C. T. Head	20th October, 1892	Lucknow.		
Middlesex Regiment	2nd Lieutenant R. J. R. Fulford.	19th November, 1892	Quetta.		
Military Works Department	Sub-Conductor W. B. Parselle	16th November, 1892	Bareilly.		

Statement of Deposits on account of Estates between the 5th and the 25th November, 1892.

On whose account.	Rank.	Corps.	Date of decease.	Testate or intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					R a. p.		
Robert Granville (a)	Lieutenant	2nd Battalion, Derbyshire Regiment.	24th May, 1892	Intestate	175 3 9	...	24th Jan. 1893.
Arthur George Cayley (b)	Lieutenant	2nd Battalion, West York-shire Regiment.	17th May, 1892	No will left	167 14 10	...	Do.

M. J. KING-HARMAN,

for *Secretary to the Government of India.*

(a) Next-of-kin—

Father—G. H. Granville, Esq.
Address—Wellesbourne, Warwick, England.

(b) Next-of-kin—

Mother—Margaret Cayley.
Address—Woolstone, Southampton.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 21st November, 1892.

No. 407—Lieutenant E. H. de V. Atkinson, R.E., Executive Engineer, 4th grade, temporary rank, Military Works Department, whose services have been temporarily placed at the disposal of this Department, is posted to Baluchistan.

The 22nd November, 1892

No. 408.—Mr. E. H Stone, Executive Engineer, 1st grade, State Railways, and Deputy Consulting Engineer to the Government of India for State Railways, is transferred to the establishment under the Government of Madras for employment on the East Coast Railway

The 24th November, 1892.

No. 409—Surgeon-Captain W. Vost, M B., I.M.S , Bengal Establishment, whose services have been placed at the disposal of the Public Works Department, is appointed Medical Officer of the Mushkaf-Bolan State Railway

No. 410.—The following promotions are ordered in the Superior Accounts Branch :—

NAMES.	From	To	Nature of promotion	With effect from
				1892
Marshall, J. A.	Deputy Examiner, 2nd grade	Deputy Examiner, 1st grade.	Sub. *pro tem.*	13th October.
Eicke, F. W.	Deputy Examiner, 1st grade.	Examiner, 4th class, 3rd grade.	Temporary	Ditto.
Becher, A. R.	Examiner, 2nd class	Examiner, 1st class	Ditto	20th October.
Burn, R. N.	Ditto, 3rd class	Ditto, 2nd class	Ditto	Ditto.
Carey, Lieut.-Col. H. R. Le M., I.S.C.	Ditto, 4th class, 1st grade.	Ditto, 3rd class	Ditto	Ditto
Le Maistre, G. H.	Deputy Examiner, 1st grade.	Ditto, 4th class, 3rd grade.	Sub. *pro tem.*	24th October.

No. 411.—It is notified for information that the project referred to in Government of India Notification in the Public Works Department, No. 345, dated 29th September, 1892, will be known as the "Cuttack-Midnapur-Calcutta Railway Servey" instead of as therein described.

No. 412.—Lieutenant-Colonel J. F. Garwood, R.E., Superintending Engineer, Baluchistan Command, Military Works Department, is appointed to officiate as Superintending Engineer for Civil Works in Baluchistan and Secretary to the Agent, Governor General, in addition to his own duties, with effect from the forenoon of the 16th November, 1892, during the absence on privilege leave of Mr. J. Craig.

The 25th November, 1892.

No. 415—Mr. F. Lang, Executive Engineer, 2nd grade, sub. *pro tem.*, State Railways, has been granted by the Agent and Chief Engineer, Bengal-Nagpur Railway, one year's furlough, with effect from the 3rd December, 1892, or such subsequent date as he may avail himself of it.

No. 417.—Rai Sahib Rajkissen Banerjee, Assistant Engineer, 1st grade, Bengal, has been permitted to retire from the service of Government under Article 719 of the Civil Service Regulations, with effect from the forenoon of the 21st October, 1892.

TELEGRAPHS.

The 24th November, 1892.

No. 413.—The Governor General in Council is pleased to order the following officiating promotion in the Persian Section of the Indo-European Telegraph Department, with effect from the 21st October, 1892 —

Name	From	To	REMARKS.
Baggaley, H.	General Service Clerk.	Officiating Asst. Supdt.	*Vice* Mr. Navarra, on privilege leave.

No. 414.—The Governor General in Council is pleased to order the following temporary promotions in the Superior Establishment of the Indian Telegraph Department, with effect from the 21st September, 1892 —

Names	From	To
Maclean, F. G.	Superintendent, Class V, 1st grade	Chief Superintendent, Class IV.
Landon, C. P.	Ditto	Ditto.

The 25th November, 1892.

No. 416—The Governor General in Council is pleased to order the following reversions in the Persian Gulf Section of the Indo European Telegraph Department, with effect from the forenoon of the 17th August, 1892, consequent on the return to duty from privilege leave of Mr. C. E. Allen, Superintendent :—

Names	From	To
New, R. H.	Officiating Superintendent.	Assistant Superintendent.
Kelly, J. H. C.	Officiating Assistant Superintendent.	General Service Clerk.

F. L. O'CALLAGHAN,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 26, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

No. 1346.—*Account of Revenue and Expenditure of the Government of India for the first*

	REVENUE	Estimates, 1892-93	April 1891 to July 1891.	April 1892 to July 1892.	COMPARISON OF TWO YEARS	
					Increase	Decrease
		Rx	*Rx*	*Rx*	*Rx.*	*Rx.*
I	Land Revenue*	25,379,900	7,583,200	7,680,900	97,700	...
II	Opium	7,634,600	2,590,500	2,619,400	28,900	...
III	Salt	8,544,700	3,101,700	2,897,000		204,700
IV	Stamps	4,229,600	1,508,900	1,570,600	61,700	...
V	Excise	5,102,400	1,692,800	1,697,800	5,000	...
VI	Provincial Rates	3,623,100	1,247,100	1,287,000	39,900	...
VII	Customs	1,691,800	558,700	473,600		79,100
VIII	Assessed Taxes	1,645,200	438,700	483,600	900	...
IX	Forest	1,567,200	305,400	375,400	70,000	..
X	Registration	392,200	147,600	161,700	14,100	..
XI	Tributes from Native States	762,100	185,700	178,900	.	6,800
XII	Interest	873,500	265,800	276,500	10,700	...
XIII	Post Office	1,498,400	491,600	501,100	9,500	...
XIV	Telegraph	884,300	312,300	294,100	..	18,200
XV	Mint	227,000	55,200	83,300	28,100	..
XVI	Law and Justice { Courts of Law	364,500	122,800	127,700	4,900	.
	Law and Justice { Jails	310,600	72,100	61,900		11,200
XVII	Police	366,500	113,400	111,800	.	1,600
XVIII	Marine	219,500	50,100	47,500		2,600
XIX	Education	213,500	60,900	60,100	.	800
XX	Medical	60,900	16,400	17,100	700	
XXI	Scientific and other Minor Departments	76,700	28,000	28,200	200	.
XXII	Receipts in aid of Superannuation, etc.	206,300	59,000	55,800	..	3,200
XXIII	Stationery and Printing	74,000	19,900	19,600		300
XXIV	Exchange	178,500	...	.	..	...
XXV	Miscellaneous	349,800	82,100	87,000	4,900	...
XXVI	State Railways (Gross Receipts)	15,543,600	5,596,700	5,408,800		187,900
XXVII	Guaranteed Companies (Net Traffic Receipts)	3,260,000	2,137,100	1,831,300	...	305,800
XXVIII	Subsidized Companies (Repayment of Advances of Interest)	27,500	2,700	9,800	7,100	..
XXIX	Irrigation Major Works Direct Receipts	1,323,200	465,300	530,000	65,700	...
XXX	Irrigation Minor Works and Navigation	189,100	56,200	57,600	1,400	
XXXI	Military Works	42,100	13,000	13,300	300	
XXXII	Civil Works	522,700	149,800	151,300	1,500	...
XXXIII	Army: Effective	627,400	212,000	217,800	5,800	...
	„ Non-effective	54,300	19,200	19,000	..	200
		88,066,700	29,811,900	29,448,500	...	363,400
	England, including Army, Public Works, etc. £	200,800	80,100	64,900	...	15,200
	Exchange added to Revenue Rx.	100,400	32,700	36,700	4,000	...
	GRAND TOTAL	88,367,900	29,924,700	29,550,100	..	374,600

* Includes Land Revenue due to Irrigation, which cannot be separated in the Monthly Accounts.

THE TREASURY,
Calcutta, the 24th November, 1892.

four months of the year 1892 93, as compared with the corresponding period of 1891-92.

	EXPENDITURE.	Estimates, 1892-93	April 1891 to July 1891.	April 1892 to July 1892	COMPARISON OF TWO YEARS. Increase.	Decrease.
		Rx	*Rx.*	*Rx.*	*Rx*	*Rx.*
1	Refunds and Drawbacks	242,700	81,600	78,900	...	2,700
2	Assignments and Compensations	1,515,700	391,500	361,000	.	30,500
3	Land Revenue	4,023,900	1,233,000	1,258,300	25 300	..
4	Opium (including Cost of Production)	2,233,900	1,064,800	828,600	.	236 200
5	Salt (do. do.)	497,200	188,500	168,200		20,300
6	Stamps	80,900	31,100	32,000	900	.
7	Excise	200,100	41,000	43,100	2,100	..
8	Provincial Rates	59,500	20,400	19,300	.	1,100
9	Customs	142 200	44,500	46,000	1,500	...
10	Assessed Taxes	31,800	9,300	9,900	600	...
11	Forest	965,000	223,300	237,300	14,000	..
12	Registration	213,800	70,700	73,200	2,500	...
13	Interest on Ordinary Debt *	4,150,000	1,397,300	1,482,300	85,000	...
14	Do. on other Obligations	516,300	29,500	33,000	3,900	...
15	Post Office	1,410,300	403,800	411 600	7,800	.
16	Telegraph	642,700	184,700	186 000	1,300	...
17	Mint	95,800	30,800	30,700	...	100
18	General Administration	1,458 600	453 800	463,200	9,400	..
19	Law and Justice { Courts of Law	2,854,300	927,800	937,600	9,800	...
	Jails	958,900	315,400	320,300	4,900	...
20	Police	3,710,000	1,234,100	1,251,700	17,600	..
21	Marine (including River Navigation)	513,600	128 000	128,900	900	.
22	Education	1,494,300	400,700	405,800	5,100	...
23	Ecclesiastical	168,700	53 300	54 900	1,600	...
24	Medical	918,700	276,900	291,500	14,600	...
25	Political	738,400	218,200	266,500	48,300	...
26	Scientific and other Minor Departments	414,400	253 300	198,500	...	54,800
27	Territorial and Political Pensions	500,400	173,200	167,900	...	5,300
28	Civil Furlough and Absentee Allowances	1,000	100	400	300	...
29	Superannuation Allowances and Pensions	875 300	281,000	289 800	8,800	...
30	Stationery and Printing	500,600	181,700	183,500	1,800	...
32	Miscellaneous	203,700	79 900	75,100	.	4,800
33	Famine Relief	130,000	300	19,500	19 200	...
34	Construction of Protective Railways	1,011 700		430 800	430,800	...
35	Construction of Protective Irrigation Works	65,000	30,300	28,500	...	1,800
37	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	301,500	23,200	52 100	28,900	..
38	State Railways (Working Expenses)	7,878,800	2,605,200	2,415,000	..	190,000
	Interest on Capital deposited by Companies	31,200	4,900	9,300	4,400	..
39	Guaranteed Companies (Surplus Profits, Land and Supervision)	600,000	8,700	7,800	...	900
	Interest	38,000	1,300	1,300		.
40	Subsidized Companies (Land, etc)	44 900	6,400	4,400	.	2 000
41	Miscellaneous Railway Expenditure	60,000	44 000	23,200		20,800
42	Irrigation Major Works (Working Expenses)	771,000	252,000	255,000	3,000	
43	" Minor Works and Navigation	1,008,000	294,500	383,800	89,300	...
44	Military Works	1,126,200	250,000	243,400	..	6,600
45	Civil Works	4,000,300	1,070,000	1,137,800	57,800	
46	Army Effective	14,082,100	4,571,100	4 753 700		117,400
	" Non-effective	921,600	380,700	374,40		6,300
47	Special Defence Works	270,900	58,900	89,200	30,300	.
		65,457,400	20 337,600	20,654,000	316,400	
	England, including Army, Public Works, Guaranteed Interest, etc £	15,050,400	6,004,400	6,247,000	242,000	...
	Exchange charged as Expenditure Rx	7,975,200	2,451,000	3,531,100	1,080,100	...
		89,383,000	28,793, 00	30,432,100	1 633,10	..
	Deduct—Provincial Deficits	1,161,700	29 400	35 000		5,600
		88,221,300	28,763,000	30,397 100	1,6 3,500	
	Expenditure not charged to Revenue—					
	Capital Outlay on Railways and Irrigation Works—					
	In India—					
48	State Railways	1,412,000	364,400	490 100	125 00	..
49	Irrigation Works	544,500	180,400	128,6 0	..	57,800
	In England—					
48	State Railways £	1,382,000	217,300	306,900	89,600	...
49	Irrigation Works £	3,700	2,800	1,200	...	1,600
50	Capital Charge involved in Redemption of Liabilities £			.	...	...
	Exchange on Expenditure not charged to Revenue Rx.	692 800	89,800	174,200	84,400	..
		4,035,000	860,700	1,100,900	240,200	...
	GRAND TOTAL	92,256,300	29,624,300	31,498,000	1,873,700	...

* Includes Interest on Debt incurred for Capital Expenditure on Railways and Irrigation Works, which cannot be separated in the Monthly Accounts.

R. N. RAY,
Offg. Dy. Comptroller-General.

R. LOGAN,
Offg Comptroller-General.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India and outstanding in the Books of the Bank of Bengal on the 15th November, 1892.

PARTICULARS.	3½ per cent Transfer Loan of 1853-54	4 per cent. Loans: Of 1832-33	Of 1835-36	Of 1842-43	Of 1854-55	Transfer of 1865	Reduced 4 per cent Loan of 1879.	Total.	4½ per cent Loans: Of 1870	Of 1878.	Transfer Loan of 1879 4½ per cent Portion	Total.	Transfer Loan of 1879, Seven Shillings per cent. Portion	5 per cent Loan of 1856-57	GRAND TOTAL.
Balance of 31st October, 1892	55,200	12,34,027	21,54,400	3,61,09 400	15,98,70,000	4,11,55,000	1,90 40,000	25,95,62,827	36,000	2,23,700	63,69,800	66,29,500	1,34,800	31,200	26,64,13,527
Add—															
Amount of 4/4 notes transferred to 7/4 in London .	...	...		...	...	500	...	500	...	...	. .	...	..	...	500
Amount of 4/4 notes transferred to 7/4 in London .	...	...	.	...	.	...	...	...	...	...	. .	...	...	...	...
Amount of 4/4 notes transferred to 7 4 in London .	...	.		..	...		...	...		.	...	...	..	...	...
Amount enfaced at Madras between 1st and 15th November, 1892 .	...	...	2,000	8 900	1,07,500	1,13,000	...	2,31,400	.	...		..	. .	...	2,31,400
Amount enfaced at Bombay between 1st and 15th November, 1892 . .		. .	...	5,41,200	1,52,000	4,96,000	...	11,89,200	..	...	...	.	...	...	11,89,200
Amount enfaced at Calcutta between 1st and 15th November, 1892	...	.	...	64,000	3,83,000	54,000	21,000	5,22,000				...	.		5,22,000
	55,200	12 34,027	21,56,400	3 67,23,500	16,05,12,500	4,18,18,500	1,90,61,000	26.15,05 927	36,000	2,23,710	63,69,800	66,29,510	1,34,800	31,200	26,83,56,627
Deduct—															
Amount written off in the London Registers . .	...	...	9,800	13,86,600	2,93,000	15,00,000	1,000	31,90 400	.		2,40 000	2,40,000	.	...	34,30,400
Balance on 15th November, 1892 . .	55,200	12 34,027	21 46,600	3,53,36,900	16,02,19,500	4,03,18 500	1,90,60,000	25,83,15,527	36,000	2,23,700	61,29 800	63 89 500	1,34,800	31,200	26,49,26,227

NOTE.—From 9th June, 1867, to 15th Sept 1892, enfaced from India 8,042 lakhs; re transferred from London 6,739 lakhs
" 16th Sept, 1892, " 30th " " ditto 8 " ditto 4 "
" 1st Oct. " " 15th Oct " ditto 5 " ditto 9 "
" 16th " " " 31st " " ditto 8 " ditto 1 "
" 1st Nov. " " 15th Nov. " ditto 19 " ditto 34 "

8,082 lakhs. 6,787 lakhs.
6,787 "

Balance against India 1,295 lakhs.

PUBLIC DEBT OFFICE,
BANK OF BENGAL;
Calcutta, 18th November, 1892.

W. D. CRUICKSHANK,
Secretary & Treasurer.

ADMINISTRATOR GENERAL OF BENGAL

Notice of Death sent to the Administrator General of Bengal under Section 64, Act II of 1874.

Name of deceased.	Place of death.	Date of death	By whom and when death reported	REMARKS
Mr. K H. Mullins	Presidency General Hospital.	28th August, 1892	Officiating District Judge, 24-Pergunnahs, 27th October, 1892.	Will left. No application for letters of administration.
„ R. B Teeling	Hazara	16th October, 1892	District Judge Hazara 3rd November, 1892	Intestate The deceased was Supervisor of the Public Works Department The son has applied for letters of administration.
„ M. R. Lackersteen	Prome District	17th August, 1892	Deputy Commissioner, Tharawaddy, 17th October, 1892.	Intestate The deceased was an Executive Engineer No application for Probate or letters of administration.
„ G J Burnell	Kajra Factory	25th May, 1892	District Judge, Purneah, 24th August, 1892.	Will left The deceased was an Indigo Planter No application for letters of administration or Probate.
„ John Stoutt	Civil Hospital, Allahabad	23rd September, 1892	District Judge, Allahabad 10th November, 1892.	Will left The deceased was a Telegraph Master His brother, Mr Joseph Stoutt, has applied for Probate
„ A Burton	Delhi	28th October, 1892	District Judge, Delhi, 11th November, 1892	Intestate No application for letters of administration.
„ O. E. Jones	Chittagong	11th November, 1892	Offg. District Judge, Chittagong, 11th November, 1892.	Intestate The deceased was an employe in the Barimasia Tea Estate Letter of administration has been granted to his brother, Mr. R L Jones.
„ James Eustace Paul.	Mogok	7th September, 189	Deputy Commissioner, Mogok, 19th October, 1892.	Intestate The deceased was Head Constable in the Civil Police Department No application for Probate or letters of administration.
„ A. Leigh	Momeit	24th June, 1892.	Deputy Commissioner Mogok, 19th October 1892.	Will left The deceased was a Sergeant, 3rd D S., and Overseer in the Public Works Department. No application for Probate or letters of administration.
„ A. Spink	Minbu	21st April, 1892	Deputy Commissioner Magwe, 31st October 1892.	Intestate. The deceased was a Jailor No application for letters of administration.

F. COLLIS SANDES,
Offg Administrator General of Bengal.

ADMINISTRATOR GENERAL'S OFFICE,
7, COUNCIL HOUSE STREET,
CALCUTTA,
The 25th November, 1892.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 23rd November 1892.

NOTIFICATIONS.

No. 3197P.—APPLICATIONS in respect of the under-mentioned invention have been filed, during the week ending the 19th November 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 287 of 1892.—William Don and Thomas Watson, carrying on business at 5, Commercial Buildings, in the town of Calcutta, as Commission Agents and Importers of Machinery, under the name and style of Don, Watson & Co., for "A mica non-conducting composition for covering Boilers, etc.

No. 288 of 1892.—Stefan Von Kvassay, a Cabinet Minister of Fiume, in the Kingdom of Hungary, for "An improved wind and water wheel."

No. 289 of 1892.—John William Fawcett of Gooder Lane, Rastrick, in the County of York, England, Engineer's Fitter, and Ernest Jones of Whitcliffe Cleckheaton in the County aforesaid, Wire-card Nailor, for "Improvements in appliances for securing card-clothing to the flats of flat-carding engines."

No. 290 of 1892.—Frederic Kœnig, Proprietor, Punjab Musical Establishment, Lahore, Punjab, for an "Improvement in the action of Pianos."

No. 291 of 1892.—Frederic Kœnig, Proprietor, Punjab Musical Establishment, Lahore, Punjab, for "A new mode of tuning Pianos."

No. 292 of 1892.—Albert Williams Daw and Zacharias Williams Daw, both of Laurvig, in the Kingdom of Norway, Mining Engineers, for "Improvements in the construction of the stands or tripods of rock drills, and of the means for mounting such drills thereon, and also of the cradles of such drills."

No. 293 of 1892.—John Drennan Curtis, Manufacturer, of 210, Lincoln Street, in the City of Worcester, State of Massachusetts, United States of America, for "Barbed Wire."

No. 294 of 1892.—Sydney J. Heberlet, Phototype Printer by profession, residing at 123, Dhurumtolla Street, in the Town of Calcutta, for "Improvements in the process for producing on any metallic surface, curved or otherwise, photographs, drawings, or illustrations by means of etching."

No. 3198 P.—SPECIFICATIONS of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying :—

No 95 of 1892.—Frank Joseph Agaberg, of Charanpore *via* Asansol, Bengal, Mining Engineer, for "A new and Improved automatic Punkah-pulling machine." (Filed 9th November 1892.)

No 124 of 1892.—Frederick William Gwyther, Carriage Foreman, Eastern Bengal State Railway, Northern Section Saidpore, for "An improved close coupling to suit ordinary Metre-gauge Buffers." (Filed 17th October 1892.)

No 226 of 1892.—Charles Ludwig Horack, Civil and Mechanical Engineer, of No 147, Henry Street, Brooklyn, King's County, State of New York, United States of America, for "Improvements in aqua ammonia engines, which may also be used as steam engines" (Filed 11th November 1892.)

No. 3199 P.—THE fees prescribed in Schedule 4 of Act V of 1888 have been paid for the continuance of exclusive privilege in respect of the under-mentioned inventions for the periods shown against each :—

No. 85 of 1888.—George Walshe, Military Pensioner, Seamen's Institute, Bombay, for "A Bullock yoke." (From 17th December 1892 to 16th December 1893.)

No. 107 of 1888.—Thomas Gilbert Bowick, of Harpenden, in the County of Hertfordshire England, Chemist, for "An improved process and apparatus for purifying alcohols by means of hydrocarbons." (From 29th November 1892 to 28th November 1893.)

M. W. ROGERS, *Lieut.-Col., R. E.,*
Secy. under the Inventions and
Designs Act, 1888.

THE RESIDENT IN MYSORE.

Catalogue of Books printed in the Civil and Military Station of Bangalore, and registered under the provisions of Act XXV of 1867, during the quarter ending 30th September, 1892.

Title in full.	Language in which the book is written.	Name of the Author, Translator, or Editor of the book or any part thereof.	Subject.	Place of printing and place of publication.	Name or firm of the Printer, and the name or firm of the Publisher.	Date of issue from the Press, or of the publication.	Number of sheets, leaves, or pages.	Size.	1st, 2nd, or other number of Edition.	Number of copies of which the edition consists.	Whether printed or lithographed.	Price.	Name and residence of Proprietor of copyright or any portion thereof.	Date on which the copyright was registered.	REMARKS.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
												R a. p.			
I.—In the English or other European Language.															
Mysore Law Reports, Volume XIV.	English	The Late Mr. J. W. Hayes, Senior.	Law	Civil and Military Station, Bangalore.	Printer and publisher. Richmond F. Hayes.	2nd Aug., 1892.	398	Royal octavo.	1st edition	300	Printed	12 0 0	Richmond F. Hayes, Residency Road, Bangalore.	Copyright secure, 2nd Aug., 1892.	This valuable publication is well known
A New Definition of Book-Keeping.	Do.	J. Isaac	Science	Ditto	Printer,—W. W. Gaunt, Publisher, J. Isaac.	29th Aug., 1892.	6	Do.	Do.	200	Do.	0 4 0	J. Isaac, Commercial Street, C. & M. Station, Bangalore.	Copyright secured, 27th Sep., 1892.	An ingenious attempt to prove that the science of book-keeping is co-extensive with the science of Logic. It is an extract from a larger work by the same author entitled "The Italian method of double entry superseded or the Indian method of double entry."

BANGALORE,
The 11th November, 1892.

CHAS. W. RAVENSHAW, *Major,*
First Assistant to the Resident in Mysore.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 22nd November, 1892.

LIABILITIES	R	a.	p	R	a.	p
Capital paid up . . .				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office	1,00,46,317	13	5			
Public Deposits at Branches	58,16,351	5	1	1,58,62,669	2	6
Other Deposits at Head Office and Branches . . .				6,06,32,198	13	10
Bank Post Bills, etc . . .				2,40,098	7	4
Sundries				32,40,105	4	0
RUPEES				10,47,75,071	11	8

ASSETS	R	a	p	R	a.	p.
Government Securities . . .				77,29,882	8	0
Other authorized Investments . .				6,24,137	4	0
Loans on Government and other authorized Securities . .				76,10,456	12	10
Accounts of Credit on Government and other authorized Securities .				80,27,744	8	3
Bills discounted and purchased .				2,27,79,339	5	9
Balances with other Banks . .				6,43,891	7	7
Bullion				3,78,865	7	0
Dead Stock				12,35,696	15	2
Stamps				9,337	3	3
Sundries				17,21,668	3	4
				5,66,61,019	11	2
Cash and Currency Notes at Head Office	1,92,18,756	12	7			
Cash and Currency Notes at Branches .	2,88,95,295	3	11	4,81,14,052	0	6
RUPEES				10,47,75,071	11	8

By Order of the Directors,

BANK OF BENGAL,
Calcutta, the 24th November, 1892.

E. J. BIRCH,
Offg. Chief Accountant.

W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 3 per cent.
Percentage 60 16.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 23rd November 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 16th November, 1892 . .	59,15,879	
Value of Government silver in the Mint on the same date .	23,00,811	82,16,690
ADD—		
Silver received by the Mint during the week on account of the Currency Department	1,68,415	
Ditto ditto Government	1,113	1,69,528
		83,80,218
DEDUCT—		
New coin paid to Reserve Treasury during the week .	8,00,000	
Petty items issued for miscellaneous purposes . . .	...	8,00,000
Balance on the evening of the 23rd November, 1892 . .	...	75,86,218
The Balance comprises—		
Silver held in account of the Currency Department .	52,21,546	
Ditto ditto Government	23,64,672	75,86,218
There is in addition awaiting assay—		
Bullion belonging to Private Individuals . .	1,63,499	
Ditto ditto Government	...	1,63,499

A. W. BAIRD, *Lieut.-Col., R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 24th November, 1892.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATIONS.

Simla, the 11th November, 1892.

No. 26.—The undermentioned student of the Calcutta Medical College is admitted into the service as an Assistant Surgeon, with effect from the date specified :—

Surendra Nath Sirkar,—26th October, 1892.

No. 27.—The services of third grade Assistant Surgeon Surendra Nath Sirkar, of the Imperial Establishment, are placed temporarily at the disposal of the Chief Commissioner, Central Provinces.

G. BOMFORD, *M.D.*,
for *Surgeon-General with the Govt. of India.*

CALCUTTA UNIVERSITY.

NOTICE.

His Excellency the Chancellor has decided to allow the Masters of Arts or holders of higher degrees in some Faculty and Bachelors of Arts who graduated before the year 1867 to fill up three vacancies in the Senate by election Of the three Fellows to be elected, one must be a Medical Graduate of the University, who is either a Bachelor in Medicine of 10 years' standing, or the holder of a higher degree in Medicine, and the other two must be Masters or holders of

higher degrees in some Faculty, or holders of the degree of Bachelor of Arts, who took that degree before the year 1867.

The election will take place on Monday, the 2nd January, 1893.

Every candidate for election must be nominated by a graduate holding one of the above named degrees, and no graduate will be allowed to nominate more than one candidate. The written nominations of candidates must reach the office of the Registrar not later than the 7th of December.

On and after the 15th December voting papers, containing the names of all the candidates nominated, will be supplied on application by the Registrar. These papers must be filled up in the presence of the Registrar at the Senate House on the 2nd of January, 1893, between the hours of 10 A.M. and 5 P.M., but graduates who are not able to appear in person before the Registrar, may fill up the papers in the presence of a Magistrate, by whom the papers will be countersigned. All such voting papers must reach the Registrar by the 2nd of January, 1893. Graduates who are not personally known to the officer in whose presence the voting papers are filled up, must bring with them their diplomas, or other satisfactory proof of identity.

SENATE HOUSE, W. GRIFFITHS,
The 21st November, 1892. *Offg. Registrar.*

TELEGRAPH DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 19th November, 1892.

No. 25—The following temporary promotions in the Superior Establishment of the Indian Telegraph Department are sanctioned, with effect from the 1st October, 1892:—

Names.	From	To
C. W. Sowerby Coo	Assistant Superintendent, class VII, 2nd grade.	Assistant Superintendent, class VI, 2nd grade.
H. Mayston	Ditto	Ditto.

The 23rd November, 1892.

No. 26.—The following temporary promotion in the Superior Establishment of the Indian Telegraph Department is sanctioned, with effect from the 25th October, 1892:—

NAME.	From	To
G. Mahon	Assistant Superintendent, class VII, 1st grade.	Assistant Superintendent, class VI, 2nd grade.

W. R. BROOKE,
Director-General of Telegraphs.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

Abu, the 21st November, 1892.

No. 4377-G.—With reference to Foreign Department Notification No. 1729-G., dated 19th October, 1892, it is hereby notified that Lieutenant-Colonel J. H. Newill, I.S.C., assumed charge of the Jhallawar Agency, from Major J. H. Sadler, on the afternoon of the 12th November, 1892.

No. 4386-G.—In continuation of this office Notification No. 3640-G., dated 6th October, 1892, it is hereby notified that Lieutenant-Colonel W. Loch, I.S.C., Assistant to the Resident, Western Rajputana States, returned to duty on the afternoon of the 10th November, 1892, from the privilege leave granted him in this office Notification No. 2777-G., dated 8th August, 1892.

By Order,
L. S. NEWMARCH, *Captain,*
First Asst. Agent to the Govr.-Genl., Rajputana.

SECY. TO AGENT, GOVR.-GENL., AND CHIEF COMMISSIONER, BRITISH BALUCHISTAN, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

The 19th November, 1892.

No. 26.—Lieutenant E. G. Farquharson, R.E., Assistant Engineer, 2nd grade, Zhob Division, is appointed to the temporary charge of the Division, with effect from the forenoon of the 19th ultimo, *vice* Mr. H. Humfress, Officiating Executive Engineer, wounded while on duty.

By Order,
J. F. GARWOOD, *Lieut.-Colonel, R.E.,*
Offg. Secy. to Agent, Govr.-Genl., & Chief Commr., British Baluchistan, P. W. D.

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATION.

Abu, the 18th November, 1892.

No. 1207—96-III.—With reference to this Office Notification No. 326—96-III, dated the 9th April last, it is hereby notified that Captain J. A. Bell, Commandant, Deoli Irregular Force, on return from furlough, resumed charge of the office of Cantonment Magistrate, Deoli, from Captain E. R. Penrose, on the afternoon of the 31st October last.

By Order,
L. S. NEWMARCH, *Captain,*
First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara.

ANDAMANS AND NICOBARS.

NOTIFICATION

Port Blair, the 16th November, 1892.

No. 7 of 1892-93.—With effect from the date of Mr F E Iuson, First Assistant Superintendent, proceeding on the privilege leave granted him in Home Department Notification No. 883, dated 20th ultimo, the following officiating appointments are made :—

Mr H Graham Tayler, to officiate as First Assistant Superintendent

Mr M V Portman, to officiate as Third Assistant Superintendent

Mr R Wimberley to officiate as Fourth Assistant Superintendent

Mr W Jessop, to officiate as Fifth Assistant Superintendent

Mr A Brown, to officiate as Sixth Assistant Superintendent

Mamomed Ashik Ali Khan, to officiate as Seventh Assistant Superintendent

N. M T HORSFORD, *Colonel,*

Chief Commissioner of the Andaman and Nicobar Islands and Superintendent of Port Blair.

MILITARY WORKS DEPARTMENT.

NOTIFICATION.

Simla, the 22nd November, 1892

No 32-A. Second Lieutenant R F Knox, R E, Temporary Assistant Engineer, 2nd grade passed the examination for promotion to Assistant Engineer, 1st grade prescribed in Public Works Code, Chapter II, paragraphs 12 to 14, on the 18th October, 1892.

J. DAY, *Captain, R E,*

for Director-General of Military Works

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS

Calcutta, the 24th November, 1892

No. 61.—Lieutenant S. D'A. Crookshank, R E., Assistant Engineer, 2nd grade, passed the Professional Examination prescribed in Public Works Department Code, Volume I, Chapter II, paragraphs 12 to 14, and the Colloquial Examination prescribed in paragraph 17 of the same chapter, on the 19th October, 1892.

No. 62.—With reference to Public Works Department Notification No. 402, dated 10th November, 1892 Mr. R. J. Woods, Executive Engineer, 4th grade, is, on return from leave, placed in charge of the Chittagong-Akyab-Minhla Railway Survey.

R. A. SARGEAUNT, *Lt.-Col., R E.,*

Director-General.

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion, Bedfordshire Regiment of Infantry, dated at Rawal Pindi, this 14th day of November, 1892.

Number, Rank, and Name,—No 1224, Private Thomas Michael Mc Murray	Parish and County in which born,—Viragapatam, East Indies
Age 29 years 7 months	Date of Desertion or Absence,—10th November, 1892
Height —5 feet 8 inches	Place of Desertion or Absence, Rawal Pindi, Bengal
Colour of—Complexion, sallow, Hair dark brown, Eyes hazel.	Marks —Small scar on left frontal eminence, small mole on angle of left jaw.
Trade, None	Under 5 years' service
Date of Enlistment, 20th July, 1888	
Place of Enlistment,—Black Town, Madras	

A M PATERSON, *Major,*

Comdg 1st Batn Bedford Regiment

Report of a Deserter or Absentee without leave, from the 1st Battalion, Bedfordshire Regiment of Infantry, dated at Rawal Pindi, this 14th day of November, 1892.

Number, Rank, and Name—No 2743, Private John Rogers	Parish and County in which Born —Newport, Monmouthshire
Age,—23 years 7 months	Date of Desertion or Absence —10th November, 1892
Height, 5 feet 6 inches	Place of Desertion or Absence,—Rawal Pindi, Bengal
Colour of —Complexion fresh, Hair, light, Eyes grey	Marks,—Scar on right knee
Trade,—Carpenter	Under 5 years' service
Date of Enlistment,—2nd June, 1888	
Place of Enlistment,—Eastbourne.	

R. P SPARES, *Lieut & Adjt,*

for Major Comdg 1st Battn, Bedford Regiment.

Report of a Deserter or Absentee without leave, from the 21st Company, Southern Division, Royal Artillery dated at Fort William, this 21st day of November, 1892

Number Rank, and Name,—No 71176, Gunner Thomas Collins.	Parish and County in which born Liverpool, Lancashire
Age,—23 years 9 months	Place of residence for last 12 months before enlistment,—Nil
Height,—5 feet 9 inches	Marks,—Tattooed A "soldier and woman", "Remember me", 7 M B E. on the inside of right forearm; 2 women and soldier on left forearm "A E C" on back of left hand
Colour of—Complexion fresh, Hair, brown, Eyes, grey	Trade,—Labourer
Date of Desertion or Absence,—14th November, 1892	Regimentals or plain clothes,—Regimentals
Place of Desertion or Absence,—Fort William, Calcutta.	REMARKS,
Date of Enlistment,—29th March, 1889	Under 4 years' service.
At what Place Enlisted,—Seaforth.	

H. WEIR, *Major, R A.,*

Comdg. 21st Co, Southern Divn., R.A.

Report of a Deserter from the 2nd Battalion, Yorkshire Regiment of Infantry, dated at Bangalore, this 15th day of November, 1892.

Number, Rank, and Name,—2701, Private Frederick Eyre
Age,—22 years 4 months
Size,—5 feet 4½ inches
Colour of—
Complexion, fair; Hair, sandy, Eyes, grey
Date of Desertion,—11th November, 1892
Place of Desertion,—Bangalore
Date of Enlistment,—20th August, 1888.

At what Place Enlisted,—Scarborough, Yorks, England
Parish and County in which born,—St Phillips, Sheffield Yorks
Marks, Scar on front of right forearm; one on front of left
Trade,—File forger.
Coat or Jacket,—
Waistcoat,—
Breeches or Trowsers,— } Regimentals.
REMARKS,—
Under 5 years' service.

W McCLINTOCK, *Lieut-Colonel,*
Comdg 2nd Battn, Yorks Regiment

— — —

Report of a Deserter or Absentee without leave, from the 1st Battalion, Bedfordshire Regiment of Infantry, dated at Rawal Pindi, this 14th day of November, 1892.

Number, Rank, and Name,—No 1659, Private, George Falley
Age,—31 years 7 months
Height,—5 feet 8½ inches
Colour of—
Complexion, Pallid, Hair Dark Brown, Eyes, Grey
Trade,—Labourer
Date of Enlistment,—20th October, 1885
Place of Enlistment,—Woolwich, England

Parish and County in which born,—Greenwich, Kent, England
Date of Desertion or Absence,—9th November, 1892
Place of Desertion or Absence,—Rawal Pindi, Bengal
Marks,—Tattooed star and dot left forearm, anchor and dot right forearm, scar right cheek
Under 3 years' service.

A M PATERSON, *Major,*
Commdg 1st Bedfordshire R gt

Report of a Deserter or Absentee without leave, from No 21 Company, Southern Division, Royal Artillery, dated at Fort William, this 22nd day of November, 1892.

Number, Rank, and Name,—No 84297, Gunner Arthur Shaw.
Age, 20 years 8 months
Height,—5 feet 5½ inches
Colour of—
Complexion, Fresh; Hair, Brown; Eyes, Hazy
Date of Desertion or Absence,—10th November, 1892.
Place of Desertion or Absence,—Fort William, Calcutta.
Date of Enlistment,—3rd April, 1891

At what place Enlisted,—Busy, England
Parish and County in which Born,—Huddersfield, Yorkshire
Place of residence for last 12 months before enlistment,—
Marks,—Scar on forehead
Trade,—Collier.
Regimentals, or plain clothes,—Regimentals
REMARKS,—Under two years' service.

H. WEIR, *Major, R. A*

Report of a Deserter from the 2nd Battalion Yorkshire Regiment of Infantry, dated at Bangalore, this 15th day of November, 1892

Number, Rank, and Name,—No 2760, Private John Dawson.
Age,—24 years 2 months.
Size,—5 feet 7 inches.
Colour of—
Complexion, fair, Hair, light brown; Eyes, dark grey
Date of Desertion,—11th November, 1892
Place of Desertion,—Bangalore
Date of Enlistment,—15th November, 1888

At what Place Enlisted,—Richmond, Yorks, England
Parish and County in which born,—Hume, Manchester, Lancashire.
Marks,—None
Trade,—Painter.
Coat or Jacket,—
Waistcoat,—
Breeches or Trowsers,— } Regimentals.
REMARKS,—
Under 5 years' service.

W. McCLINTOCK, *Lieut-Colonel,*
Comdg 2nd Battn., Yorks Regiment.

INSPECTOR GENERAL RAILWAY MAIL SERVICE.

— —

R20 REWARD

It is desired to ascertain the whereabouts of the undermentioned Currency Notes of the Calcutta Circle for R100 each —

V/13 37827	V/13 37830
„ 37828	„ 37831
„ 37829	„ 37834

2 The above reward will be given in respect of each note for the first information which will indicate, or which will result in tracing, the note to the present holder.

Apply to

W J HAM, *Inspector-General,*
Railway Mail Service in India, Allahabad

POST OFFICE.

NOTIFICATIONS

Calcutta, the 25th November, 1892.

No. 10860—Consequent on the confirmation of Lala Harkishen Das in his sub *pro tem* appointment as Superintendent of Post Offices, 4th grade, Mr C. L Pigott is appointed to be Superintendent of Post Offices, 4th grade, sub. *pro tem*, from the 13th November, 1892, until further orders

No. 10862.—The following appointments are made from the 13th November, 1892, *vice* Lala Girdhari Lal, Superintendent of Post Offices, 2nd grade, deceased —

Mr M C Byrne, Superintendent of Post Offices, 3rd grade to be 2nd grade
Mr J P Barker, Superintendent of Post Offices, 4th grade to be 3rd grade
Lala Harkishen Das Postmaster, Naini Tal and Superintendent of Post Offices 4th grade, sub *pro tem.*, is confirmed in that grade.
Mr C H Stuart, Postmaster, Naini Tal, sub. *pro tem*, is confirmed in that appointment

A. U. FANSHAWE,
Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 22nd November, 1892.

Bastien, J. V.
Balthazar Miss.
Caddy, A. E.
Challon, J. B.
Davi , H.
Fleming, Miss A.
Glasscock, A.

Heathly H.
Hewett, E.
Kind er, H.
Leonard J., & Co.
Lewi , James Leo.
Pingault, C. N.
Ringing & Co.

Rodriguez, Joseph.
Ruxton, Mrs. C. B.
Taylor, Mrs. Eva.
Twi, J.
Watson, G. H.
We t, Atherton.
Zobel Brothers.

Letters marked "Care of Post Office."

Abbs Cooper, Miss.
Addis, A.
Addis, H. B.
Augustine, S. M.
Bainbridge R. B.
Bradley, John.
Branson, Miss. C. E. D.
Barrington, E.
Barten, J. G.
Bell, Mrs.
Bent, Mrs. Harry.
Blakie, Thos.
Brewer, Thos.
Broomfield, A. E., Esq
Brown, Frank.
Brown, M.
Campbell, M.
Charlton, J. G.
Clark, Harry.
Clark, Rev F. E.
Cohen, M J.
Cook, S. G.
Cook, H. B.
Coujon, Miss.
Cross, J. C.
Crouch, W. B.
Davidson Miss.
Deamiolitis, Mr.
Deavin, H. P.
DeSouza, A. S. R.
Dowley, C. B.
Drew, Thos. M.
Drummond, G.
Dwyer, Dr. M. O.
Findlay, J. C.
Finkler, M.
Forsyth, Mrs.
Foster, Mrs. F J.
Garrick, H. W.
Gay, Mrs. A
George, J., Esq.

Grace, Mrs.
Graham, Mrs. J. D.
Hamilton, E.
Harwood, H.
Harrington, Rev.
Haugh, A.
Hayes, Miss Alice.
Heavey, Reg. S.
Hennessy, A.
Hill, J A.
Hlellde, Mrs.
Horn, Baron D.
Houston, U. K.
Isaacs, Elias H
Jackson, Miss Amy.
Jeffery, Mr.
Johnston, Mrs.
Kane R J.
Kirk, Lawrence.
Kramer, Miss Bethy.
Leonardi, F.
Leonardi, O.
Leslie, W.
Lidstone, C. A.
Lyons, B.
Macaulay, Capt. M.
Mathews, Mrs. J. W.
Matthews, Mrs. C. M.
Medd, G H.
McCartie, Surgeon-Major.
McCartney, John.
McCoy, G E.
McCudden E. G. J.
Mittar, C H., Mrs
Monteah, J. H.
Moolla Moosajee.
Murphy, J. C
Murphy, C. S.
Murphy, C. E.
Naylor, Mrs H. A.

Naser, Sam. E.
Newcombe, Alfred.
Newington, Mrs.
Nyss, Mis. E. W.
Olliver, E. C.
Pareto, Louis C.
Patey, Miss Vera.
Peatling, T. H.
Remmington, Capt. F. A.
Reveiliod, John, Esq.
Reynolds, R.
Robertson, Mr.
Roundell, C.
Russell, A.
Sanderson, W. L.
Saxby, Frank.
Sewell, George.
Sill, Lingst F.
Schmidt, H., Esq.
Shillingford, Mrs.
Smith, Mrs. A.
Solm, Mis. M.
Sponce, Reginald, Esq.
Stack, Mr.
Stainer, Beville.
Stark, Rev. A.
Summers, T., Mr.
Swarch, Sofia
Switenham, E., Col.
Tambkin, S.
Thompson, L.
Trigge, Miss Mildred.
Van Opstal, L. S.
Wallace, R G.
We twood J.
Withmann, Baron
Wood , Vernon.
Whittenberry, Miss.
Wyndham, Wm.

Registered Letters.

Gay, R.
Jones, F. H , Esq.
King, C. M.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
Allen, D.
Aston, H. F.
Bulkely, Mis.
Bohiram Jung.
Brownstain, R., Mrs.
Barbora, A.
Brooke, H.
Bowen, R
Bradley, W. A.
Barrow, F. H.
Bahlke, G., Rev.
Broomhead, J. S.
Dun, D., Col
Bath, K., Mrs.
Bault, E.
Baker, E. H., Mrs.
Crowe, G. R.
Collins, J. O.
Charlis, M. E.
Clark, F E., Revd.
Crawford, H. E.
Conolly, C. A.
Campbell, Charlis.
Currie, R C., Mrs.
Caosamlo, P.
Colkers, A. B.
Clockson, E. O.
Deware, Miss.
Durant, H., Mrs.
Decoix, J.
De Lange, W. M.
Downs, Miss.
Dundas, C. L.
Davidson, S. R.
Etherington, B., Surgt.
Eddis, A. S., Mrs.
Edwards, G., Pte.
Fitz Gerald, M. Lally
Fairbancks, A., Revd.
Fabian, George Faulker.
Feeldhouse, A., Mrs.
Faulkner, W. A.
Farguhan, W.

Forster, E , Miss.
Genthe, S
Grand, Mrs.
Goldenberg, I.
Ghirtner, L.
Goldberg, Miss.
Green, W., Mrs.
Grootlman, V.
Harris, J. M., Revd.
Harloger, H.
Hancock, A.
Hill, R.
Heine, F.
Hosking, E.
Heaton, J. H. M. P.
Heine, E., Madam.
Hardinge, C., Miss.
Hamilton, E , Mrs.
Hutchinson, H. L.
Juxes, J R.
Jughs, T
Jiffrei, W. F.
Jenkinson, C. O, Mrs.
Jackson, P. W.
Killy, E. H., Dr.
Kennedy, S., Dr.
Kinloch, C. W.
Koch, G.
Kulsoome, Aya.
Lessee, Mrs.
Leonardi, F.
Lascelli, J. H.
Lorenson, F.
Lalisf, H.B., Corpol.
Leake, S M.
Murke, L. H., Miss.
Maming, J. A.
Mayo, S
Morits, L.
Malenbark.
Murray, E. E.
McDonald, W. T.
McDermott, A.
Martindale, D.
Bults, C. S., Capt.
Murray, A.
Molishworth, W. J.

Millis, E., Mrs.
Martin , S. B.
Nolan A. H., Mrs.
Nazaritt, L. J
Owen, W. S
Pro perie, L.
Pearson, A , Mrs
Pet ros, C. H P.
Pukitt, S. A.
Pours, Miss.
Piexford, C. E.
Pigg, S.
Pripp., V , Mrs.
Piercy, J. A.
Powell, Leo.
Ruli, A.
Rinkel, F.
Ray, H.
Rossell, C. H.
Rowlings, Kate, Miss
Sprneer, C G.
Stenart, W. J.,
Major-Genl.
Stoddard W. A.
Ssuhenye, A , Count.
Stevens, W. T.
Sharplin, A. C.
Sinclair, W. J
Stephenson, T.
Shiva Gopal.
Stewart, C. S.
Smith, C. A.
Townsend E. S.
Tenmey, F. Os. C.
Tenermayne, S.
Thomas, C.
Thompson, J.
Verkeis, W.
Verbace, C.
Wachmunster, A., Count
Wali Mahomed Bapu.
Williamson, A., Mrs.
Wood, Mrs.
Wilson, T.
Walton, J.

Unclaimed Letters held in the Barrackpore Post Office on the 21st November, 1892.

Avery, C. W.
Beaver, Mrs.
Bellairs, N. E. B.
Brow G. T.
Chamberlain, E.
Evans, J.
Hay, I.
Hecquet, N. O. D.
Hill, R.

Hollingbery, D.
James, C.
Jobbins, W. H.
Lindsay, N.
Mann, P. W.
Mill, H. J.
Pigot, F. L.
Pym, E.
Sanderson, H. E.

Seaton, Mrs.
Scott J.
Simson, J. A.
Sutton, S. B.
Tritton, S. B.
Turner, W.
Walker, Mrs.
Wat on, W. J.
Whiterose, W.

E. HUTTON,
Presidency Postmaster, Calcutta.

The 26th November, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta	Route by which despatched
	1892	
Egypt, Europe, America, Cape Colonies through United Kingdom.	30th Nov.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets)	29th ,,	Ditto.
Mauritius, Mahé (Seychelles), Mayotte, Nossi Be, and Réunion.	30th ,,	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies.	30th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan	28th ,,	Ditto.
Australia, New Zealand, and Tasmania.	28th ,,	Ditto.
Colombo	30th ,,	Per P. & O. Str. *Kaisar-i-Hind.*
Straits, China, and Japan . .	2nd Dec.	Per Steamer *A. Apcar.*
Rangoon and Moulmein	29th Nov.	Per Steamer *Canara.*
Rangoon, Moulmein, Penang, and Singapore.	2nd Dec.	Per Steamer *Nerbudda.*
Akyab, Kyaukpyu, Sandoway, and Rangoon.	30th Nov.	Per Steamer *Kasara.*
Port Blair	1st Dec.	Per Steamer *Shahjehan.*
Colombo and the Australasian Colonies	2nd ,,	*Viâ* Bombay and Tuticorin.
Madras, Colombo, Straits, and Hong Kong.	3rd ,,	*Viâ* A. Lloyd's Str. *Niobe.*

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

E. HUTTON,
Presidency Postmaster, Calcutta.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

CIVIL ENGINEERING COLLEGE, SIBPUR.

An examination for admission to the Mechanical Apprentice Department will be held at the College on Monday and Tuesday, the 9th and 10th January, 1893

Candidates must apply in writing to the Principal not later than the 31st December, 1892, for permission to appear at the examination, enclosing a fee of R2, a certificate of good conduct, and a certificate of age Applications unaccompanied by fee and certificates will not be considered

For admission to this Department, candidates must be between the ages of 15 and 17 years.

The subjects of examination are—

Arithmetic	The whole
Algebra .	To Simple Equations
Euclid . . .	Books I and II
English Grammar and Composition.	

Every applicant, before admission to the College, will be examined by the College Surgeon as to his physical strength, fitness for manual labour, and eyesight If this officer's report is unsatisfactory, the applicant will not be admitted, and his examination fee will be returned.

There will be one vacancy on the Free List for Christian apprentices in February next, and sixteen on the Reduced* Fee List.

For Natives there will be at least eighteen vacancies, possibly more, on the Reduced † Fee List These vacancies will be filled up after the opening of the session by the Board of Visitors from those apprentices who join the College No guarantee can, therefore be given beforehand, but forms to be filled in for the consideration of the Board can be had on application to the Principal

Owing to want of accommodation, the number of *Hindu* apprentices to be admitted is limited. Candidates will be selected in order of merit.

* R5 per mensem.
† R2 per mensem.

J. S SLATER,
Principal, Civil Engineering College.

SIBPUR,
The *November, 1892.*

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডেনের অর্থাৎ কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পোণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিনকোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২॥০ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পোণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পোণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ॥০ ও এক পোণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows.—

1 Pound tin,	R16,	or, post free,	R16-12.
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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, NOVEMBER 26, 1892

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PANDIT MOHANLAL VISHNULAL PANDIA,

Secretary, Paropkarini Sabha.

PERTABGARH,

The 22nd September, 1892.

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SUMPUTRUM MOONEYLALL.

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LOKE NATH JANA,

373—8, Upper Chitpore Road,
Calcutta.

Lost in a theft.

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VINAYAK CHINTAMAN JOGLEKAR.

POONA PEIT,
BOODHWAR HOUSE, No 158.
The 19th October, 1892.



SUPPLEMENT TO

The Gazette of India.

No. 48.} CALCUTTA, SATURDAY, NOVEMBER 26, 1892

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for week ending at 8 a.m. on Saturday, November 12th, 1892.

The week under review has been one of steady fine weather throughout nearly the whole of the Indian region. Pressure has been generally highest over the Central Provinces and Eastern Rajputana, and lowest over Lower Burma, the extreme south of the Peninsula and on occasions over the extreme north-west of India. The pressure differences have, however, on each day, been small and the winds have been light, blowing with a feeble anticyclonic circulation out from and around the central high pressure area. Over the regions where pressure has been low the weather has, at times, been slightly unsettled, and light, scattered showers have fallen, but with these exceptions there has been no rain throughout the week. The clear cloudless weather has been accompanied with much radiation, and the night temperatures have been steadily and largely lower than usual. The day temperatures have also been below the normal in the majority of cases, but the abnormal deficiency has been less marked and less universal than was the case with the night temperatures.

The chart of the 6th showed a high pressure area over the south of the Punjab, Rajputana, and Central India, while relatively low readings were reported from Burma, the Bay, and the south of the Peninsula. The winds were anticyclonic, blowing from north-west down the Gangetic plain, from north over the Bay area, and from east in the Central Provinces and the centre and west of the Peninsula. The force was generally moderate or light. Rain had fallen over the west and south of the Peninsula, at Colombo, at one or two stations in

Madras and Burma and at Gnatong. The chart of the 7th showed that the high pressure area had moved south-eastward, and that it covered Rajputana, Guzerat, Central India, the Central Provinces and part of the Nizam's dominions. The positions of the low pressure areas were generally the same as on the 6th. The winds were practically unchanged. Rain had still further decreased, and the only falls were a few scattered showers in the Peninsula and Burma, the heaviest being 0·34 inch at Toungboo. On the 8th a shallow low pressure area had appeared over the western desert, but otherwise the pressure conditions were unchanged. The wind had become easterly at some Punjab stations, but elsewhere the ordinary cold weather circulation was maintained The weather was very fine generally, but showers had occurred at Bassein, Theyetmyo, Gnatong, Wellington, Mangalore and Cochin. By the morning of the 9th the feeble low pressure area which had been shown over the western desert on the 8th had reached the east of the Punjab and west of the North-Western Provinces, but there had occurred no other change. Calms had succeeded the easterly winds in the Punjab, and variable breezes were reported from the Gangetic plain. Showers had fallen over Lower Burma and the south of the Peninsula and at Roorkee and Srinagar. The chart of the 10th showed that the low pressure area had continued its easterly advance and lay over North Bihar. A large high pressure area overlay North-Western and Central India and the centre of the Peninsula, while readings remained low in Burma and the south and west of the Peninsula. The wind directions were fairly normal. Heavy rain had fallen at Tavoy, and moderate rain at Negapatam, and showers at a few other places. By the 11th the shallow low pressure area had disappeared and pressure decreased steadily from Rajputana to Burma. The differences were, however, somewhat greater. The winds remained anticyclonic. The weather was very fine generally, but showers had occurred at Rangoon and at a few places in the south of the Peninsula. On Saturday, the 12th, pressure was increasing except in the North-West, but the distribution was unaltered. The wind directions were practically the same as on the 11th and the weather was very fine. Light showers had, however, occurred at Colombo, Moulmein and Tavoy.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India :—

PROVINCE.	6th	7th.	8th	9th.	10th.	11th.	12th.	Mean variation of week.
	°	°	°	°	°	°	°	
Burma	+0·2	+0 2	+0 6	+0·4	+0·5	+0·9	+0·9	+0·5
Bengal and Assam . .	—1 8	—3 0	—3 8	—3·9	—2·9	—2·1	—1·9	—2 8
North-Western Provinces and Oudh	—1 3	—2·6	—3·0	—0·2	+0·8	—0·5	—0·9	—1·1
Punjab	—2·0	—2·8	—0·7	+0 3	—0·9	—1·6	—0·9	—1·2
Bombay . . .	+0·7	+1·1	+0 7	—1·0	—1·9	—3·1	—4·0	—1·1
Central Provinces and Berar	+1·5	—1·6	—2·9	—3·5	—3·2	—2·9	—3·4	—2·3
Central India and Guzerat .	—1 1	—2·4	—2·6	—1·6	—1·5	—1·6	—3·0	—2·0
Sind and Rajputana . .	—2 8	—1·7	+0·4	—0·3	—1·2	—2·7	—1·1	—1·3
Madras . . .	+1 2	+0·8	+0·1	—1·1	—1·4	—2·7	—2·2	—0·8
MEAN FOR WHOLE INDIA .	-0·6	—1·3	—1·2	—1·2	—1·3	—1·8	—1·8	—1·3

As stated above, the temperature has been generally low, and the above table shows that for the whole of India for the whole week there has been a mean deficiency of 1·3°. In Burma the temperature was slightly above the normal on each day, and in the North-Western Provinces, the Punjab, Bombay, the Central Provinces, Sind, Rajputana, and Madras, there were some days on which it was slightly in excess, but, as a general rule, there was considerable and general deficiency.

Rain.—The rainfall table at the close of the summary shows that in no less than thirty-five of the rainfall divisions absolutely no rain was received during the week under review, and that in seven more the average actual fall during the same period was less than one-tenth of an inch. The remaining divisions which received efficient rain, were Tenasserim, Lower and Central Burma, Arakan, Malabar, the Konkan, the Bombay Deccan, the East Coast (South) and Madras (South). The heaviest average actual rainfall was 1·48 inch in Malabar followed by 1·24 inch in Tenasserim. The column of average normal rainfall shows that it is only in five of the rainfall divisions that absolutely no rain is expected during the week, hence it follows that the third column of the table shows a deficiency in the great majority of the divisions; in fact, the only cases of excess are the divisions of Malabar and Tenasserim. The largest deficiencies are reported from the southern divisions of Madras, where the rainfall of the north-east monsoon is ordinarily fairly heavy, and from Arakan.

The three concluding columns of the table showing the actual and normal average rainfall of the period, October 16th to November 12th, exhibit an excess of rain in Arakan, East and Deltaic Bengal, Assam (Surma), Orissa, Chota Nagpur, the west of the Peninsula, the central parts of the country, Guzerat, Kathiawar, and the Madras divisions, except Madras, South-Central and South, and the East Coast South. The greatest excess is in Hyderabad and Kathiawar.

The following gives the largest total amounts received during the week as reported in the rainfall telegrams of the week. As might be anticipated from the foregoing statement of the rainfall conditions, the amounts are nowhere large:—

Division.	District	Station.	Amount. Inches.
Tenasserim	Amherst	Thatôn	1·35
Central Burma	Henzada	Zalun	1·32
Malabar	Travancore	Kottayam	5·18
Konkan	Ratnagiri	Malvan	1·54
Deccan	Kolhapur	Baroda	1·18
East Coast (North)	Godavary	Prattipadu	5 40
,, (South)	Tanjore	Vedarniem	3·70
Madras (South)	Tinnevelly	Radhapuram	4·25

Provinces	Division	Rainfall data for week ending November 12th, 1892			Rainfall data from October 16th to November 12th, 1892		
		Average actual rainfall of Division	Average normal rainfall of Division	Excess or defect in inches	Average actual rainfall of season to date	Average normal rainfall, October 16th to November 12th	Excess or defect of (seasonal) rainfall expressed as a percentage
		Inches.	Inches	Inches	Inches	Inches	Per cent
Burma	Tenasserim	1·24	0·02	+0·62	3·40	5·26	− 35
	Lower Burma	0·51	1·17	−0·66	4·70	5·45	− 14
	Central ditto	0·35	0·59	−0·24	[illegible]·98	3·40	− 14
	Upper ditto	0·03	?	?	7·10	?	?
	Arakan	0·29	1·51	−1·22	8·19	6·03	+ 36
Bengal and Assam	Eastern Bengal	0	0·36	−0·36	8·63	3·61	+139
	Assam (Surma)	0	0·30	−0·30	9·26	3·32	+179
	Ditto (Brahmaputra)	0	0·12	−0·12	0·86	1·90	− 56
	Deltaic Bengal	0	0·13	−0·13	6·89	2·52	+173
	Central ditto	0	0·14	−0·14	1·94	2·11	− 8
	North ditto	0	0·04	−0·04	0·62	2·26	− 73
	Orissa	0	0·39	−0·39	7·18	4·16	+ 72
	Chota Nagpur	0	0·12	−0·12	4·20	2·32	+ 81
	Bihar (South)	0	0·11	−0·11	0·50	1·32	− 62
	Ditto (North)	0	0·04	−0·04	0·14	1·11	− 87
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	−0·03	0·18	0·82	− 78
	Oudh (South)	0	0	0	0·22	0·39	− 44
	Ditto (North)	0	0	0	0·03	0·26	− 88
	North-Western Provinces (Central)	0	0·01	−0·01	0·02	0·18	− 89
	North-Western Provinces (West)	0	0	0	0	0·07	−100
	North Western Provinces (Submontane)	0	0·01	−0·01	0	0·27	−100
Punjab	Punjab (South)	0	0	0	0	0·08	−100
	Ditto (Central)	0	0	0	0	0·08	−100
	Ditto (Submontane)	0	0·01	−0·01	0	0·09	−100
	Ditto (Hill Districts)	0	0·04	−0·04	0·16	0·[illegible]	− 31
	Ditto (North-West)	0	0·01	−0·01	0·01	0·16	− 93
	Ditto (West)	0	0·01	−0·01	0	0·04	−100
Bombay and Malabar Coast Districts (Madras)	Malabar	1·48	1·45	+0·03	10·06	7·73	+108
	Madras (South Central)	0·06	1·38	−1·32	2·86	6·30	− 55
	Coorg	0	0·61	−0·61	6·66	5·92	+ 13
	Mysore	0·01	1·05	−1·04	2·14	4·52	− 53
	Konkan	0·20	0·55	−0·35	6·67	3·22	+107
	Bombay (Deccan)	0·13	0·78	−0·65	8·51	3·41	+150
	Hyderabad (North)						...
	Khandeish	0	0·46	−0·46	3·54	1·96	+ 81
Central Provinces and Berar	Berar	0	0·11	−0·11	5·69	1·69	+237
	Central Provinces (West)	0	0·14	−0·14	3·32	1·13	+194
	Ditto (Central)	0	0·09	−0·09	2·18	0·92	+137
	Ditto (East)	0	0·23	−0·23	3·67	1·15	+237
Bombay (North)	Guzerat	0	0·16	−0·16	0·61	0·57	+ 7
	Kathiawar	0	0·08	−0·08	1·76	0·32	+450
	Sind	0	0·02	−0·02	0	0·06	−100
Rajputana and Central India	Central India (East)	0	0·02	−0·02	0·56	0·28	+100
	Rajputana (East), Central India (West)	0	0·01	−0·01	0·16	0·27	− 41
	Rajputana (West)	0	0·01	−0·01	0	0·07	−100
Madras	East Coast (North)	0·09	1·05	−0·96	16·05	6·38	+152
	Ditto (ditto (a)	0	1·16	−1·16	9·10	4·34	+110
	Hyderabad (South)	0·01	0·08	−0·07	9·56	0·95	+906
	Madras (Central)	0·02	0·79	−0·77	6·30	4·15	+ 52
	East Coast (Central)	0·01	1·55	−1·54	11·82	8·13	+ 44
	Ditto (South)	0·38	2·59	−2·21	3·04	9·24	− 67
	Madras (South)	0·56	1·97	−1·41	2·43	6·85	− 62

W. L. DALLAS,

Assistant Meteorological Reporter to the Government of India.

Simla, the 17th November, 1892.

J. W. P. MUIR-MACKENZIE,

Offg Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 19th November.*—Except a few light scattered showers and a moderate fall at Madras there has been no rain during the week. Want of rain is being seriously felt in the Carnatic, Southern and Central districts where crops are withering and tank-supply failing in parts. In the Deccan and North Coast districts cessation of rainfall continues to improve crops and prospects, although previous excessive rain damaged crops considerably. Harvest of early crops continues; outturn generally average. Pasture and water for cattle abundant. Condition of cattle good. Prices stationary in Circars and on West Coast; easier in the Deccan except in Cuddapah; rising elsewhere. Rain urgently required over southern half of Presidency.

Bombay.—*For week ending 23rd November.*—Harvesting of early and sowing of late crops progressing in several districts. Standing crops injured by locusts or other insects in parts of Sind; elsewhere they are in good condition, except *bajra* in Nasik and cotton in Dharwar which are suffering from effects of late excessive rain. Fodder sufficient. Agricultural stock healthy. Prices generally steady.

Bengal.—*For week ending 19th November.*—The weather has been fine. No rain fell during the week. The winter rice harvest has begun, and a good outturn continues to be anticipated except in Burdwan and parts of Bihar. The spring crops are doing well, and the prospects of the poppy and tobacco crops are also favourable. Prices are falling in several districts with the appearance of new rice in the market. In Mymensingh the price of rice has fallen to an average of 10 seers per rupee, and in the Netrokona Sub-division where distress was felt, it is now 12 seers per rupee. Gratuitous relief was given to 386 persons in the Diamond Harbour Sub-division of the 24-Parganas district, against 361 in the previous week. Cattle are generally in good condition, and there is plenty of fodder everywhere.

North-Western Provinces and Oudh.—*For week ending 23rd November*—The weather continues fine. Harvesting of autumn crops approaching completion. Spring and poppy sowings doing well. Irrigation of crops in active progress. Prospects favourable. Prices generally steady.

Punjab.—*For week ending 23rd November.*—Rainfall *nil.* Harvesting of autumn crops going on; sowings of spring crops in progress, except in Rawalpindi where they have been stopped for want of rain. Condition of standing crops and prospects of spring crops good. Probable outturn of rice and cotton crops good, but that of maize and *moth* below the average in Lahore. Locusts have appeared in Hissar, but no damage is reported to have been done. They are still entering Ferozepore from the Bikanir State. Measures for their destruction continue to be taken. Condition of cattle generally good. Fodder sufficient throughout the province. Poppy sowings going on in Lahore. Prices rising in five districts, but generally stationary elsewhere.

Central Provinces.—*For week ending 23rd November.*—Prospects remain unchanged. The spring crop sowings are approaching completion. Rice harvesting has commenced in two districts. Cotton-picking continues and is giving a satisfactory outturn.

Burma.—*For week ending 19th November.*—LOWER BURMA: Early paddy being reaped in three districts, and is ripening in two others. Crops are generally

suffering from want of rain, and in the Tavoy district they are also suffering from the attack of insects. On the sea-board parts of Amherst slight damage has been done by sea water ; otherwise crop prospects are excellent. UPPER BURMA : More rain wanted in five districts. In parts of three others the paddy crops have suffered more or less from floods and other causes The condition of the crops in Meiktila and Yamethin is critical ; ploughing and sowing of gram and wheat progressing in these districts. Elsewhere crops are doing well, and reaping of wet-weather paddy, sesamum, cotton and jowar continues.

Assam.—*For week ending 22nd November.*—Weather seasonable. Mustard sowing continues. Reaping of winter paddy begun. Condition of cattle normal. Fodder and water sufficient.

Mysore and Coorg—*For week ending 23rd November.*—MYSORE : More rain wanted in parts of four districts. Crops and prospects generally good. Prices risen in one district.

COORG : Rainfall *nil.* Prospects of rice crops continue good. Picking of coffee commenced, and of cardamoms almost completed. Prices stationary. Fodder and water-supply sufficient for cattle.

Berar and Hyderabad.—*For week ending 23rd November.*—BERAR : Weather fair and cold. Autumn crops good except in Buldana. Picking of cotton continues. Cutting of *jowar* (*Sorghum vulgare*) commenced in one taluk. Sowing of spring crops almost completed, except wheat which is still being sown in three districts. Standing spring crops thriving. Fodder and water sufficient. Cattle healthy. Prices almost stationary.

HYDERABAD : No rain during week. Harvesting of autumn crops finished. Sowing of spring crops continues. Lands are being prepared for the sowing of hot-weather crops. Prices fluctuating.

Central India.—*For week ending 23rd November.*—Harvesting of autumn crops continues, and a good outturn is expected. Spring crop sowings also in progress. Condition of agricultural stock generally good, and pasturage sufficient. Prices of food-grains steady. Opium prospects appear good.

Rajputana.—*For week ending 23rd November.*—Agricultural operations satisfactory except in Ajmere-Merwara, where there is an epidemic of fever and comparative paucity of cattle. Standing crops satisfactory Spring sowings continue in parts. Harvest prospects generally good. Cattle in good condition. Pasturage and fodder sufficient. Prices steady in ten States, rising in one, falling in two others, and fluctuating elsewhere.

Nepal.—*For week ending 17th November.*—Weather fine; prospects of crops normal.

J. W. P. MUIR-MACKENZIE,

Offg Secretary to the Government of India.

GOVERNMENT OF INDIA

REVENUE AND AGRICULTURAL DEPARTMENT.

(EMIGRATION)

ABSTRACT SHOWING THE RESULT OF EMIGRATION FROM THE PORT OF CALCUTTA DURING THE MONTH OF OCTOBER, 1892.

No. 1—As to Age and Sex

	Demerara Male	Demerara Female	Demerara Total	Proportion of women to men	Total Male	Total Female	Grand Total
Under 2 years	22	15	37	4[illegible] women per every 100 men	22	15	37
From 2 to 10 years	44	53	97		44	53	97
" 10 to 20 "	97	49	146		97	49	146
" 20 to 30 "	625	263	888		625	263	888
" 30 to 40 "	47	23	70		47	23	70
" 40 to 50 "	1		1		1		1
Above 50 years							
GRAND TOTAL	836	403	1,239		836	403	1,239

No. 2—As to places whence Emigrants came to Calcutta for Embarkation

	Demerara Male	Demerara Female	Demerara Total	Proportion of women to men	Total Male	Total Female	Grand Total
Orissa	3	..	3	..	3		3
Western Bengal	2	..	2		2		2
Central "	2		2		2		2
Eastern "							
Behar "	131	84	215		131	84	215
North Western Provinces	457	226	683		457	226	683
Oudh	222	80	302		222	80	302
Central India	1	3	4	..	1	3	4
Punjab	8		8		8		8
Nepal and Native States	6	8	14		6	8	14
Mixed Bombay and Madras	4	1	5	..	4	1	5
Burma		1	1	..		1	1
GRAND TOTAL	836	403	1,239		836	403	1,239

No. 3—As to Caste and Religion

	Demerara Male	Demerara Female	Demerara Total	Proportion of women to men	Total Male	Total Female	Grand Total
Brahmins and high castes	40	27	67		40	27	67
Agriculturists	405	165	570		405	165	570
Artisans	65	22	87	.	65	22	87
Low caste	201	124	325		201	124	325
Musulmans	124	65	189	..	124	65	189
Christians	1		1		1		1
GRAND TOTAL	836	403	1,239		836	403	1,239

MEMORANDUM	Male	Female	Total
1. Hindus	711	338	1,049
2. Musulmans	124	65	189
3 Christians	1		1
TOTAL	836	403	1,239

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1892.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat.		Barley.		Rice, best sort.		Rice, common.		Jowar or cholum (Sorghum vulgare).		Bajra or cumbu (Pennisetum typhoideum).		Marua or ragi (Eleusine coracana)		Kangni or kakun, Italian millet (Setaria italica).		Gram, chenna, chola, kadalay or sunaga (Cicer arietinum).		Maize (Zea Mays).		Arhar, or thur, cadian pea (Cajanus indicus.)		Firewood.		Salt.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Burma—																										
Tenasserim—																										
Mergui	...	...	...	...	10 4	11 8	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	428 0	428 0	12 0	12 0
Tavoy	...	...	...	...	10 12	10 5	12 0	11 7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 3	14 3
Moulmein and Amherst	7 14	7 14	...	...	8 1	8 1	9 11	9 11	6 5	6 5	...	...	...	...	...	...	10 2	10 2	12 2	12 2	...	...	220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu	...	...	...	...	8 5	8 5	10 14	10 14	...	...	...	...	...	...	...	...	11 2	11 2	20 8	20 8	...	...	143 0	143 0	14 3	14 3
Rangoon	9 0	9 0	...	...	9 8	9 8	10 8	10 8	9 0	10 0	...	...	...	...	...	...	8 8	9 0	...	...	...	...	130 0	125 0	15 8	16 0
Thôngwa	...	...	...	...	5 10	5 12	9 4	9 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 0	150 0	14 4	14 4
Bassein	...	...	...	...	11 3	10 7	12 6	12 3	...	...	...	...	...	...	...	...	10 5	10 5	...	...	...	...	211 12	211 2	19 4	19 4
Pegu (inland)—																										
Shwegyin	...	...	...	...	7 8	7 8	7 12	7 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	250 0	250 0	14 2	14 2
Tharrawaddy	...	...	...	...	9 8	9 8	14 3	14 3	...	...	...	...	...	...	...	...	7 2	7 2	...	...	7 2	7 2	450 0	450 0	14 3	14 3
Henzada	...	...	...	...	8 5	8 5	8 5	8 5	...	...	...	...	...	...	...	...	9 8	9 8	...	...	...	...	183 8	183 8	16 2	16 2
Prome	10 6	10 6	...	...	9 3	9 3	10 3	10 3	...	...	...	...	...	...	...	...	9 2	9 2	...	...	9 6	9 6	193 3	193 3	14 3	14 3
Toungoo	...	...	...	...	9 11	9 1	10 10	10 10	...	...	...	...	...	...	...	...	10 14	10 14	...	...	...	...	326 8	326 8	14 3	14 3
Thayetmyo	10 5	10 5	...	...	8 12	10 0	9 13	10 10	...	...	...	...	...	...	...	...	10 10	12 13	28 3	18 13	...	...	392 0	392 0	14 8	14 8
Upper Burma—																										
Mandalay	12 0	11 6	...	...	9 6	9 8	10 1	10 4	20 5	17 14	...	...	...	...	...	...	10 3	10 5	20 13	20 0	8 14	8 7	70 0	70 0	18 0	18 0
Bhamo	‡	‡	...	...	7 11	7 11	9 5	9 5	‡	‡	...	...	...	...	...	...	9 0	9 0	‡	‡	7 2	7 2	218 0	218 0	9 10	9 10
Pakôkku	‡	‡	...	...	7 0	7 0	8 10	8 10	28 10	28 10	...	...	...	...	...	...	13 8	13 8	‡	‡	5 9	‡	113 0	113 0	14 3	14 3
Meiktila	4 3	4 3	...	...	7 2	7 2	8 14	8 14	10 11	10 11	...	...	...	...	...	...	14 4	14 4	20 13	20 13	5 13	5 13	222 10	222 10	16 0	16 0
Arakan—																										
Sandoway	...	...	...	...	14 6	14 6	17 4	18 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	16 0	16 0
Kyaukpyu	...	...	...	...	11 6	11 3	12 6	12 3	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	340 0	340 0	16 8	15 0
Akyab	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	9 0	9 0	150 0	150 0	11 0	10 0
Assam—																										
Surma—																										
Sylhet	...	...	...	...	9 6	9 8	10 0	10 6	...	...	...	...	...	...	...	...	11 6	11 6	...	...	...	...	108 0	108 0	10 8	10 12
Cachar	8 9	9 0	...	...	6 8	7 0	8 0	8 0	...	...	...	...	...	...	...	...	11 8	11 8	...	...	...	...	80 0	80 0	10 0	9 8
Khási and Jaintiá Hills	...	...	...	...	5 11	5 8	7 1	7 0	...	...	...	...	...	...	...	...	8 3	8 4	16 0	16 0	...	...	100 0	100 0	7 8	8 0
Garo Hills	...	...	...	...	6 0	6 0	10 0	9 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpára	12 0	12 0	...	...	6 0	6 8	10 0	10 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	13 0	13 0	80 0	80 0	10 0	10 0
Kámrúp	8 0	9 0	...	...	11 0	10 0	14 0	13 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	160 0	160 0	10 0	10 8
Darrang	6 0	5 12	...	...	9 0	9 0	10 0	10 0	...	...	...	...	...	...	...	...	10 0	11 0	...	...	...	...	100 0	100 0	10 0	9 0
Nowgong	...	...	...	...	7 0	7 0	10 0	9 0	...	...	...	...	...	...	...	...	8 0	8 0	...	...	...	...	120 0	120 0	8 0	8 0
Sibságar	...	...	...	...	6 0	6 0	12 0	10 0	...	...	...	...	...	...	...	...	10 0	10 0	...	...	...	...	60 0	60 0	9 0	9 0
Lakhimpur	7 0	7 0	...	...	6 8	6 8	10 0	10 0	...	...	...	...	...	...	...	...	8 0	11 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	8 0	8 0	8 14	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	3 0	3 0	4 0	4 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	58 0	60 0	3 8	3 8
Eastern—																										
Backergunge	...	...	...	...	9 0	9 6	10 8	11 6	...	...	...	...	...	...	...	...	13 3	13 5	...	...	...	...	80 0	80 0	10 10	10 10
Noakhali	...	...	...	...	10 0	10 0	11 0	11 0	...	...	...	...	...	...	...	...	9 0	9 0	...	...	...	...	...	...	9 0	9 0
Chittagong	10 0	10 0	...	...	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	11 0	11 4	...	...	..		110 0	110 0	10 0	10 0
Tippera	9 8	10 0	...	...	7 6¼	8 8	8 0	9 8	...	...	...	...	...	...	...	...	11 0	13 0	...	...	6 8	7 10	...	...	10 13½	10 13½
Dacca	11 0	10 8	...	...	9 0	9 8	10 0	0 0	...	...	...	...	...	...	..	...	14 8	14 0	...	...	17 0	15 0	120 0	120 0	10 0	10 0
Mymensingh	9 8	9 8	...	...	8 0	8 0	8 8	10 0	..	..	...	...	...	...	..	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	10 4	11 0	...	...	..	...	...	..			10 8	10 8	.	.	10 0	10 0	140 0	160 0	9 0	9 0
24-Parganas	11 4	11 8	16 0	16 0	8 0	8 0	11 0	11 0	...	. .	...	...	...	...	7 8	7 8	14 0	14 0	20 0	20 0	17 0	18 0	100 0	100 0	11 0	11 0
Midnapore	11 10	10 11	..		9 8	10 0	10 10	12 0	...	..	...	..	..	...	..	.	13 0	13 0	...	...	17 0	17 0	280 0	280 0	11 7	11 10
Howrah	...	...	...		9 14	8 14	11 6	11 0	...		..	...	...	...			..	. .	.	.	10 10	10 10	106 0	106 0	10 10½	10 10½
Calcutta	11 2	11 3	15 3	14 15	8 0	8 1	10 13	10 11	15 6	14 8	11 13	10 13	...	...	10 0	10 0	14 4	14 4	20 0	19 7	15 2	15 2	85 0	85 0	11 6	11 5
Hooghly	12 8	12 8	13 0		8 0	8 0	9 8	10 0	..	..	.	...	...	...	...	..	12 8	14 8	...	..	12 0	11 8	120 0	120 0	10 8	10 10
Nadia (Krishnagar)	11 13½	11 13½	17 12½	20 0	9 0	10 2½	11 4	11 7	...	..	...	...	...	...	...	..	15 6	15 9¾	..	...	17 12½	17 12½			10 10½	10 10½
Jessore	10 0	11 0		...	9 4	9 8	12 8	13 0	...	...	...	..	..	...	...	...	14 8	14 8	...	..	15 0	15 0	120 0	120 0	9 14	9 12
Faridpur	10 0	10 0	...	.	8 0	8 0	11 0	11 0	...	...	...	...	...	...	.	...	13 0	12 0	..	...	...	...	...	...	10 0	10 0
Central—																										
Bankura	12 0	11 0	...	..	8 12	8 12	10 8	10 14½	.	..		..		. .	.	.	14 8	14 0	.	...	14 0	14 0	320 0	320 0	10 0	10 0
Burdwan	12 10	12 10	..	.	9 0	9 8	11 4	11 8	...	...	...	...	...	..		..	14 4	14 4	...	...	17 0	17 0	100 0	100 0	12 0	12 0
Birbhum	10 4	10 8	9 0	9 0	9 12	10 8	11 4	12 0	...	..	..	...	...	...	...	...	13 8	13 8	..	.	10 8	10 8	160 0	160 0	10 12	10 12
Murshidabad	12 0	12 0	...	...	9 0	0 0	12 0	12 0	..	...	...	...	...	.		.	16 0	16 0	...	.	17 0	17 0	200 0	200 0	10 8	10 8
Sonthal Parganas	11 0	11 0	...	...	9 0	10 0	11 0	11 0	...	...	..	...	...	...	...	...	13 0	13 0	22 0	30 0	14 0	15 0	200 0	200 0	10 0	11 0
Pabna	13 8	13 8	..	...	6 12	6 14	13 2	12 12	...	...	..	..	...	..	...	...	13 8	13 14	...	...	17 4	17 4	200 0	200 0	9 12	9 12
Bogra	12 0	12 0	.		9 12	9 0	12 0	11 12	.	.	.	..	...	..		.	12 0	12 0	.				90 0	90 0	9 12	9 12
Rajshahi	12 0	12 0	12 0	19 8	9 0	9 0	11 4	10 14	...	...	...	...	...	...	...	...	15 0	15 12	..	.	16 8	16 10	240 0	240 0	9 9	9 9
Malda	12 8	12 8	...	.	9 0	9 0	12 0	12 0	..	...	...	...	..	...	13 0	13 0	14 0	14 8		...			120 0	120 0	10 0	10 0
Northern—																										
Rangpur	11 8	11 4	...	..	8 0	8 0	10 0	10 8	...	...	...	...	. .	..	..	..	11 4	13 0		..	9 8	9 0	80 0	80 0	10 0	10 0
Dinajpur	11 4	11 4	15 12	15 13	8 12	9 0	13 4	13 0	...	...	...	...	..	...	..	..	13 12	13 12	..	.	14 12	14 12	160 0	160 0	9 4	9 4
Jalpaiguri	11 0	11 0	13 0	14 0	6 0	0 0	10 0	10 0	..	...	...	...	.		...	...	13 0	13 0		13 0	11 0	10 0	200 0	200 0	10 0	10 0
Darjeeling	7 0	7 0	8 0	8 0	5 0	5 0	10 0	10 0	...	...	...	...	13 0	13 5	...	...	11 0	11 0	16 0	16 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	...	9 3		..	7 1	7 1	13 2	11 13		..	..	...		..		.	..	13 10†			.	13 2	...	80 0	12 0	11 13
Cuttack	10 3	9 3	...	...	7 14	8 3	11 13	11 13	...	...	...	...	...	...	..	..	16 12†	15 0†	..	..	21 0	14 7	80 0	80 0	11 0	11 0
Balasore	11 0	11 0	10 0	10 0	10 0	10 0	18 0	15 0	...	...	...	..		...	.	...	12 0 to 13 0†	12 0 to 13 0	..	...	10 12	10 12	160 0	160 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	13 0	13 0		..	12 0	12 0	14 0	14 0	...	...	..	...	..	..		...	12 0	12 0	16 0	16 0	14 0	14 0	120 0	120 0	9 0	9 0
Manbhum	11 3	12 0	16 0	...	9 0	9 0	12 0	12 8	...	...	...	...	..	...	..	...	14 0	14 0	18 0	20 0	16 0	16 0	...	...	10 10	10 10
Lohardaga	11 0	7 0 to 9 8	11 0	11 0	11 0	12 0	13 0 to 15 8	14 0 to 19 0	...	..	...	..	34 0	34 0	.	.	11 0 to 12 [illegible]	10 0 to 10 8	23 0	35 0	11 8 to 16 0	11 8 to 15 0	160 0	160 0	9 0	9 0
Palámau	11 13	12 6	...	20 4	11 4	12 1	14 10	10 0	...	...	...	...	...	...	...	...	12 15	13 8	27 0	32 8	...		.	...	8 14	8 12
Hazáribágh	11 0	11 0	15 0	14 0	8 0	8 0	12 8	13 8	...	...	...	...	27 0	32 0	...	..	13 8	13 8	24 0	28 0	15 8	16 0	240 0	240 0	9 8	9 0

† Kalai. ‡ Not sold. (a) Not stated.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1892—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	Wheat, Present fortnight	Wheat, Past fortnight	Barley, Present fortnight	Barley, Past fortnight	Rice best sort, Present fortnight	Rice best sort, Past fortnight	Rice common, Present fortnight	Rice common, Past fortnight	Jowar or Cholam (Sorghum vulgare), Present fortnight	Jowar or Cholam, Past fortnight	Bajra or Cumbu (Pennisetum typhoideum), Present fortnight	Bajra or Cumbu, Past fortnight	Marua or Ragi (Eleusine coracana), Present fortnight	Marua or Ragi, Past fortnight	Kangni or Kapun Italian Millet (Setaria italica), Present fortnight	Kangni, Past fortnight	Gram, Chenna, Chola, Kadalai or Sunaga (Cicer arietinum), Present fortnight	Gram, Past fortnight	Maize (Zea Mays), Present fortnight	Maize, Past fortnight	Arhar or Thur, Cadian Pea (Cajanus indicus), Present fortnight	Arhar, Past fortnight	Firewood, Present fortnight	Firewood, Past fortnight	Salt, Present fortnight	Salt, Past fortnight
	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
Bengal—*continued*																										
Bihar, south—																										
Monghyr	12 8 to 13 0	12 8 to 13 4	15 0 to 16 0	15 8 to 10 0	9 0	9 8	11 4	2 0					30 0 to 2 0	30 0 to 32 0	16 0	18 0 to 20 0	16 0 to 16 8	10 0 to 18 0	25 0 to 20 8	30 0	15 0 to 16	17 8	160 0	20 0 to 160 0	10 4	10 8
Gaya	1 0	2 8	17 0	17 0	9 0	9 0	12 8	12 0	14 8	16 8	17 0	18 0	24 0	25 4	17 0	17 0	17 0	17 0	20 8	20 8	16 0	9 0	180 0	200 0	10 0	10 0
Patna	14 0 to 15 0	14 0 to 15 8	22 0	24 0	10 8	10 8	15 8	15 0	25 0	21 0			20 0	22 0	20 0	20 0	21 0	21 0	26 0	27 0	22 0	22 8	130	130 0	11 8	11 8
Shahabad	4 0	14 0	17 0	7 0	8 0	8 0	11 0	1 0							8 0		17 0	17 0	20 0	20 0	16 0	16	128	128 0	11 0	11 0
Bihar, north—																										
Purnea	11 0	11 0			10 0	8 0	14 0	14 0					32 0	32 0	21 0	21 0	14 0	13 0	16 0	16 0	13 0	13 0	320 0	320 0	10 0	10 0
Bhágalpur	13 14	13 14	15 2	16 6	10 1	10 1	12 10	12 10					20 3				15 12	15 2	26 8	27 13	17 0	16 6	164 0	164 0	10 11	10 11
Darbhanga	12 10	13 2	15 6	17 8	11 0	9 14	14 11	12 1					26 6	24 8	15 6	13 0	16 8	7 8	26 6	27 8	18 11	17 2	176 0	168 0	10 0	11 0
Muzaffarpur	2 0	3 0	19 0	19 0	8 0	8 0	12 0	12 0					30 0	3 0			18 0	18 0	26 0	30 0	19 0	19	100 1	100 0	10 8	10 8
Saran	13 8	13 13	17 8	20 0	8 8	8 0	12 11	11 10					24 0	23 8	16 0	6 0	17 11	18 8	22 12	25 0	19 4	20 0	16 0	161 0	10 8	10 10
Champaran	11 8	11 8	15 8	17 0	9 0	9 0	16 8	4 8					27 8	32 0			16 0	16 8	25 0	28 0	16 8	7 0	160 0	160 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	18 0	18 0	8 0	8 0	12 0	12 0	20 0	3 0	20 0	18 0	18 0	18 0	12 0	12 0	18 0	18 0	19 0	21 0	1 0	21 0	100 0	100 0	10 0	10 0
Benares	13 2	3 0	6 15	7 5½	9 8	9 8	11 9½	10 2½	17 3½	17 9½	16 13	10 6	19 8	20 10	18 7	17 14	15 0	17 14	21 6½	21 11	21 8½	21 10½	122 8	125 0	9 10	9 10
Ghazipur	14 3	14 3	18 0	7 0	7 1	7 1	10 [illegible]	11 0	5 0	15 0	10 14	16 12	25 3	25 2	15 7	12 4	17 6	19 5	19 [illegible]	19 [illegible]	21 4	21 4	180 4	180 4	9 10	10 5
Jaunpur	13 8	13 4	19 8	18 0	7 0	7 0	10 0	0 0		21 0							18 0	8 0	21 0		23 0	22 8	160 0	160 0	9 12	9 8
Allahabad	12 0	12 2	17 4	17 8	8 0	8 0	9 0	9 0	19 8	20 0	19 8	9 0			13 0	12 8	20 4	20 0	19 0		21 10	21 2	97 8	90 0	10 0	10 8
Central—																										
Bánda	16 0	16 0	21 0	21 8	7 8	7 0	11 0	11 0									21 0	21 8			23 0	23 0	160 0	160 0	10 8	10 8
Fatehpur	12 8	12 12	19 0	9 0	10 0	10 8	14 0	2 0									18 8	19 8			23 0	25 0	100 0	160 0	10 12	11 0
Hamirpur	16 4	16 4	19 8		9 0	9 0	11 8	11 8	20 0	20 8	10 8	19 8					22 4	21 8			32 0		140 0	140 0	11 4	11 4
Jalaun	17 0	10 8	21 0	21 0	9 0	9 0	10 0	10 0	2 0	21 0	20 0	20 0			16	16 0	22 0	22 0	18 0	18 0	24 0	24 0	100 0	100 0	11 0	11 0
Cawnpore	13 8	14 4	20 0	20 8	8 0	8 8	12 0	12	21 0	21 0	20 0	20 0			20 0	21 0	19 8	20 8	22 8	26 0	22 0	2 0	120 0	120 0	12 0	12 0
Etáwah	14 10	14 8	20 2	0 8	5 0	5 0	13 0	12 0	19 4	19 4	8 4	19 8	20 0	18 0	20 0	10 0	2 4	2 8	24 0	22 0	25 0	23 8	120 0	120 0	10 8	11 0
Farukhabad	13 12	13 12	19 0	19 4	5 4	5 4	8 0	8 0	12 12		0 8	17 0					20 0	19 0	22 0	20 8	23 4	22 8	120 0	120 0	12 0	11 8
Mainpuri	15 0	15 0	20 4	20 0	4 8	4 8	10 0	10 0	20 0	20 0	18 0	15 0					20 12	20 4	23 0	23 0	23 0	23 0	160 0	160 0	11 0	11 0
Etah	15 12	15 12	23 8	23 8	6 8	6 8	13 4	12 8			30 8	15 8	22 8	21 8	10 8	10 8	24 8	24 8	27 8	28 8	17 8	17 8	160 0	160 0	12 0	11 8
Western—																										
Jhánsi	16 0	6 8	23 0	22 4	7 0	7 4	12 8	12 6	21 4	22 8		21 4					21 12	21 14½			27 4	28 8	160 0	180 0	11 0	11 0
Agra	13 8	13 8	23 0	23 0	5 0	5 0	9 8	0 8	21 0	21 0	22 8	20 0			18 0	18 0	23 0	22 0	24 0	21 8	15 8	15 8	110 0	110 0	12 0	12 0
Muttra	14 0	14 8	24 8	24 0	7 8	7 0	11 8	10 8	27 0	25 0	25 0	0 0			8 0	8 0	26 0	26 8	23 0	20 0	28 0	28 0	120 0	120 0	12 0	12 4
Aligarh	14 8	14 4	22 8	24 0	6 0	5 0	10 0	10 0	24 8	9 0	2 0	9 0			12 8	2 0	24 0	23 0	24 0	23 0	21 8	20 0	145 0	120 0	11 8	11 0
Bulandshahr	15 4	15 4	22 12	23 8	6 0	6 0	9 11	9 0	22 0	21 0	21 8	16 0			14 0	12 0	23 12	23 4	23 8	24 0	17 0	17 0	120 0	120 0	11 8	11 4
Submontane—																										
Ballia	14 12	14 12	18 12	18 8	9 12	9 8	13 8	12 8					23 4	25 0	16 0	25 0	16 12	18 4	20 0	23 0	19 8	19 8	115 0	115 0	11 0	11 0
Azamgarh	13 5	13 2	18 1	19 3	8 14	8 14	14 1	14 12				..					18 7	19 3			15 8	20 10	177 8	177 8	9 13	9 13
Gorakhpur	12 8	12 8	17 1	17 1	9 0	9 0	12 15	12 15					19 12	19 12	16 3	18 0	17 1	16 10	19 12	18 0	19 5	19 12	140 0	140 0	9 10	9 10
Basti	15 0	15 0	18 8	20 0	10 0	10 0	32 0‡	21 0‡	14 0	10 0			14 0	14 0	10 0	10 0	18 0	18 0	22 0	18 0	20 0	20 0	160 0	160 0	10 0	10 0
Sháhjahánpur	14 0	14 0	20 0	20 0	8 0	8 0	8 8	8 8	20 0	20 0		18 0	20 0		20 0	12 0	20 0	20 0	20 0	20 0	20 0	20 8	140 0	140 0	11 0	11 0
Budaun	15 4	15 4	20 8	20 8	7 0	7 0	14 0	14 0	18 0	19 0	19 0	17 8		...	15 0	16 0	22 0	22 0	23 8	21 0	25 0	25 0	160 0	160 0	11 8	11 8
Pilibhit	13 2	13 14	20 0	25 0	11 4	11 4	13 12	12 8	25 0	25 0			..	..	..	...	20 10	20 10	25 0	26 4		...	130 0	130 0	10 14	10 15

Bareilly	12 14	12 14	18 12	17 9	5 14	6 8	10 14	10 9	18 12	18 12	15 4	15 4	...	...	8 12	9 0	19 6	18 12	20 9	19 6	21 1	21 1¼	125 0	125 0	10 9	10 14
Moradabad	14 0	14 2	19 0	20 0	7 7	9 0	8 4	10 8	22 0	21 7	19 6	15 15	...	.	17 8	11 2	20 9	20 13	22 14	22 11	18 5	22 0	100 0	100 0	11 0	11 0
Naini Tal	10 0	9 8	16 0	16 0	5 0	5 0	9 0	7 8		..	10 0	10 0	.	...	..	..	14 8	13 0	..		9 0	9 0	160 0	160 0	7 0	7 0
Almora	9 8	9 ¼	11 4	11 4	8 0	7 4	8 8	8 0					12 0	11 0	14 0	14 0	12 0	11 4		.	9 0¶	9 0‖	160 0	200 0	8 0	8 0
Bijnor	14 1	14 1	21 10	21 10	10 2	10 2	12 6	11 4		18 0					...		20 8	19 11	20 4	.	...	20 4	135 0	135 0	11 0	10 11
Muzaffarnagar	15 0	15 0	24 3	24 3	6 9	6 9	11 8	11 8	22 0	22 0	16 8	15 6	0 14	0 14	6 9	6 9	22 0	22 0	17 10	15 6	13 3	11 0	132 0	132 0	11 0	11 0
Meerut	14 8	14 8	21 0	20 8	5 0	5 0	12 0	12 0	26 0	20 0	10 0	17 0	10 0	8	10	8	22 8	22 0	20 0	20 0	22 0	21 8	100 0	100 0	11 8	11 8
Saharanpur	13 0	14 0	17 0	22 0	7 0	7 8	10 0	9 8	22 0	24 0	20 0	18 0	20 0	20 0	16 0	20 0	19 8	20 0	20 0	20 0	14 0	14 0	120 0	120 0	10 8	11 4
Dehra Dun	12 8	13 0	16 8	17 0	8 8	9 0	9 0	9 8	15 0	16 0	15 0	16 0	18 0	16 0		.	18 0	18 0	20 0	18 0	18 0	18 0	160 0	160 0	10 0	9 8
Garhwal	7 0	7 0	10 0	10 0	4 8	4 0	6 8	5 0					11 0	10 0	14 0	10 0	7 0	7 0	.		7 0	6 0	160 *	160 0	6 .	5 0
Oudh—																										
Southern—																										
Partabgarh	13 0	14 0	21 0	21 0	8 0	8 0	16	16 0		...	.	.		30 0	.		22 0	21 8	..		16 0	16 0	160 0	160 0	10 0	10 0
Sultanpur	14 8	14 8	22 0	22 0	8 0	8 0	15 8	15 8	23 8	23 8	10 0	19 0	10 0	30 0	18 0	18 0	24	24 8	16 0	16 0	25 0	25 0	160 0	160 0	10 0	10 0
Rae-Bareli	12 8	14 0	21 8	22 0	7 0	7 0	14 0	5 0	28 0	22 1	24 0	22 0	23 0	30 0	16 0	24 4	22 8	25 0	16 0	20 0	28 8	25 0	180 0	180 0	10 0	10 0
Unao	13 0	13 0	18 0	18 0	8 0	8 0	3 0	11 0	19 0	19 0	[illegible]	[illegible]					15 8	10 8	21 0	20 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 0	13 6	19 12	20 4	6 0	6 0	13 12	13 0	20 0	0 0	20 8	20 8	.		24 0	25 0	0 0	20 12	22 8	30 0	21 0	22 0	100 0	100 0	11 0	11 0
Hardoi	15 8	15 8	22 0	22 0	8 0	8 0	16 0	15 0	22 0	22 0							22 0	23 0	23 0	22 0	16 0	15 0	160 0	160 0	11 8	11 8
Northern—																										
Fyzabad	13 6	13 6	18 4	10 0	10 12	11 0	15 0	14 12			18 0				17 0	19 0	30 0	20 0	25 0	28 0	20 4	20 8	120 0	120 0	10 0	10 0
Barabanki	12 5	13 0	20 0	20 0	10 8	11 8	14 8	13 5	23 5	23 0	18 0	18 0	26 0	6 8	21 0	21 0	23 0	23 0	26 0	28 8	21 8	22 0	115 0	112 8	11 0	11 4
Gonda	15 2	15 4	20 0	21 0	12 0	10 12	15 4	12 4	23 0	23 0	20 0	20 0			16 0	13 0	21 0	21 0	36 0	23 0	23 8	23 8	200 0	200 0	10 8	10 8
Bahraich	15 8	15 8	22 12	22 12	11 0	10 8	13 0	13 0	26 0	25 0	17 1	17 0	35 0	34 0	10 0	10 0	[illegible] 8	22 8	33 0	29 0	22 12	23 12	160 0	160 0	11 0	11 0
Sitapur	14 8	15 0	22 0	21 8	8 0	8 0	18	16 0								25 0	26 8	26 0	33 0	32 0	22 8	22 0	160 0	160 0	11 0	11 0
Kheri	15 4	15 4	26 0	26 0	8 0	8 0	6 0	16 .	32 0	30 0			30 0	30 0	12 0	12 0	25 0	26 0	30 0	26 0	24 0	25 0	160 0	100 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partabgarh	13 12	13 8	16 4	17 8	8 12	8 2	10 0	10 0	17 8	18 2	12 8	12 8					18 8	10 6	22 8	19 6	25 0	25 0		..	14 2	14 2
Banswara	10 14	10 4	18 12	18 12	7 8	7 8	13 12	12 12									25 0	25 0	26 9	33 12	20 0	20 0			10 5	10 0
Meywar (Oodeypore)	10 2½	10 2½	14 7¼	14 1	7 13	7 13	5 9½	8 3¼	15 10	13 4½	8 0½	8 3¼	Nil	Nil	14 1	13 0¾	12 1¼	13 4¼	15 1½	13 10¾	7 0½	9 1¼	160 0	160 0	9 6	8 0½
Sirohee	11 0	11 0	16 0	16 0	5 0	5 0	6 0	6 0	15 0	15 0	14 0	14 0			19 0	19	13 0	13 0	15 0	15 0	12 0	12 0	160 0	160 0	10 8	10 8
Erinpura	11 4	11 8	10 12	17 0			7 8	8 2	18 4	18 13	10 7	5 5					17 4	17 4					220 0	220 0	12 4	12 4
Ajmere	12 3	12 3	13 8	13 8	5 7	5	9 10	9 10	19 0	19 5	17 0	6 0					8 8	18 1	19 0	17 8			87 8	87 8	12 8	12 8
Abu	10 5	10 13	14 8	14 5	6 0	6 0	7 0	7 0			17 5	2 0					4 0	13 12	15 0	14 0	9 8	9 8			11 0	11 0
Kishengarh	12 0	12 8	18 8	17 12	0 0	0 0	10 0	10 1	16 4	17 4	16 4	16 0	†	†	†	†	18 8	15 8	15 8	16 12	†	†	*	*	12 0	13 0
Boondee	18 0	18 0	20 0	2 8	8 0	8 0	8 8	8 8	25 0	25 0							17 0	15 0	20 0		.		160 0	160 0	9 0	9 8
Kotah	19 0	18 4	19 0	10 0	[illegible] 8	7 8	8 8	8 8	25 0	27 0	14 0	14 0					20 0	19 0	33 0	24 0	17 0	17 0	240 0	240 0	9 12	10 0
Jhallawar	15 2	15 1½	23 10½	24 2½	7 1	7 1	10 3	0 3	22 0	21 12½	15 12½	15 12½			4 5	4 5	16 13	19 0	25 8	25 4	11 1¼	11 12½	175 0	175 0	0 0	0 6
Tonk	16 5	15 6	21 2	21 0	7 8	7 8	9 0	8 0	25 12	24 1.							6 3	6 2					95 0	100 0	10 10	10 8
Jeypore	13 8	13 12	19 12	19 0	5 0	5 0	7 8	7 8	20 0	20 0	17 0	17 0	†	†	12 0	12 0	19 4 to 22	19 8 to 21 0	21 0	20 0	23 0	23 0	105 0	110 0	12 0	12 0
Kerowlee	6 9	16 0	22 13	23 2	10 10	10 0	11 4	11 4	22 8	22 13	21 4	18 12			15 0	15 0	22 13	27 13			35 0	33 12	201 0	200 0	11 4	11 4
Dholpur	16 5	16 5¾	25 0¼	24 15¾	8 6	8 4¾	9 3½	0 ¼	22 8	21 11½	24 13	23			11 4	18 0	25 0	25 0½		.	29 6¾	31 3	90 0	90 0	12 1½	12 1½
Bhurtpore	15 1½	16 5	24 3	24 5	5 2	5 1.	0 4	6 14	25 0	24 8	21 2½	17 10¼	..		0 1.	0 12	25 3	25 8	22 0	20 4	24 0	24 0	16 0	160 0	12 0	12 0
Ulwar	15 5	15 8	23 9	23 4	7 4	7 4	9 2	9 0	27 0	26 15	24 5	23 4	.	..	12 12	12 12	22 14	22 10	20 10	24 8	29 0	27 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 0	15 12	15 [illegible]	18 7	4	4 0	7	7	2 12	19 14½	16 8	16 8					14 4	14 0					200 0	200 0	10 11	10 8
Nusseerabad Cantonment	12 12¾	3 0	18 0	0	8 0	8 0	8 8	8 8	16 0	16 0	15 0	15 0	..			.	18 8	18 8	15 0	15 0	10 8	10 8	110 0	110 0	12 8	12 8
Hilly Tracts of Meywar	11 8	11 0	18 0	18 0			10 0	10 0									16 0	16 0		20 0	25 0		¶	§	11 0	11 0
Balmer	8 2	8 2			4 8	4 8	7 0	- 0		.	21 2	17 14					0 9	10 0					260 0	240 0	13 5	12 0
Anadra	11 2	11 2		14 0	5 12	5 12	7 0	7 0			12 8	12 0	..	...	.		14 0	14 0	15 0	13 8	9 8	9 0			11 4	11 0
Shahpoora	12 6	11 6	16 4	5 12	7 13	7 0	9 0½	9 8	20 7	17 4	13 [illegible]	12 0					6 1½	15 0	19 2¼	15 12			160 0	160 0	11 2	11 3
Western—																										
Jodhpore	9 13½ and 11 9	10 0 and 11 10	16 0	16 4	6 4	6 4	7 8	7 8	8 12 and 19 6	17 8 and 21 4	15 0	14 11		.	..	.	15 15½	16 3	18 12	18 12	11 4	11 4		.	13 7	13 7
Jeysulmere	8 4	8 4			6 6	6 4	8 0	8 0	13 8	12 6	11 4	10 8		...	..		10 6	9 12	.				.		21 0	21 0
Bickaneer	10 0	10 8			3 0	3 0	7 0	7 0			14 8	14 8					15 8	16 0			10 0	10 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	12 0	11 4	13 8	15 0	7 0	7 0	7 8	8 0	20 0	0 0	20 0	19 0	...	...	...	...	5 0	5 0	26 0	22 0	18 0	18 0	120 0	120 0	10 8	10 2
Neemuch Cantonment	12 8	11 14	16 0	16 6	7 0	7 [illegible]	9 8	9 8	22 0	21 11	6 0	15 0	...	..			15 8	15 11	26 0	23 13	22 0	22 0	140 0	140 0	12 4	12 4
Goona	17 0	17 0	17 0	16 0	8 0	8 0	0 0	9 0	22 0	21 0				...		.	20 0	21 0	24 0				200 0	200 0	10 0	10 0
Gwalior	16 7½	16 1¼	23 6	23 12¼	7 7	7 7	8 12¼	9 0½	19 2	19 14	20 3	18 5¼	.	..	12 12	12 12	18 13½	19 2	22 5	20 7	17 0½	17 10¾	170 0	170 0	12 3½	12 3½

* Sold in bundles. † Not sold. ‡ Unhusked. § Seven and half pies per bundle. ‖ Husked. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1892—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS

Districts.	Wheat		Barley		Rice best sort		Rice common		Jowar or Cholum (Sorghum vulgare)		Bajra or Cumbu (Pennisetum typhoideum)		Marua or Ragi (Eleusine coracana)		Kangni or Kakun, Italian millet (Setaria italica)		Gram, Chenna, Chola, Kadalai or Sunaga (Cicer arietinum)		Maize (Zea Mays)		Arhar, or Thur, Cadian pea (Cajanus indicus)		Firewood		Salt	
	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight
	S Ch	S Ch.	S Ch	S Ch	S Ch	S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch.	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch.
Punjab—																										
Southern—																										
Hissar	4 0	14 0	18 0	20 0			10 0	10 0	25 0	23 0	24 0	19 0	†	†	†	†	24 0	23 0	†	†	†	†	120 0	120 0	11 0	11 0
Ferozepore	14 0	14 0	20 0	20 0			8 [illegible]	9 0	22 0	20 0	6 0	13 0	‡	‡	12 0	12 0	22 0	21 0	24 0	20 0	11 0	11 0	100 0	120 0	13 0	12 8
Montgomery	3 0	13 0	19 0	18 0			9 0	9 0	18 0	18 0	17 0	17 0	‡	‡	18 0	18 0	19 0	19 0	18 0	18 0	8 0	8 0	300 0	300 0	11 0	11 0
Central—																										
Gurgáon	15 0	16 0	25 0	26 0			8 0	8 0	24 0	24 0	24 0	22 0	†	†	†	†	24 0	24 0	22 0	22 0	24 0	24 0	130	130 0	11 0	11 0
Delhi	15 0	15 0	23 0	23 0			11 0	11 0	29 0	29 0	21 0	31 0	†	†	13 0	13 0	23 0	23 0	21 0	21 0	24 0	24 0	80 0	90 0	11 0	11 0
Rohtak	5 0	15 0	23 0	28 0			9 0	9 0	28 0	27 0	24 0	22 0	†	†	12 0	12 0	24 0	24 0	15	18 0	16 0	20 0	120 0	120 0	11 0	11 0
Karnál	4 0	15 0	22 0	23 0			12 0	11 0	25 0	24 0	[illegible] 0	10 0	20 0	20 0	16 0	6 0	24 0	24 0	25 0	[illegible] 0	16 0	15 0	160 0	160 0	10 0	10 0
Lahore	12 0	3 0	18 0	20 0			9 0	9 0	19 0	19 0	15 0	12 0	‡	‡	16 0	15 0	19 0	19 0	16 0	18 0	9 0	9 0	85 0	85 0	12 0	12 0
Sub-montane—																										
Umballa	15 0	15 0	20 0	20 0			10	10 0	25 0	25 0	18 0	15 0	20 0	20 0	8 0	9 0	23 0	22 0	22 0	23 0	16 0	16 0	130 0	130 0	12 0	12 12
Ludhiána	13 0	13 0	20 0	20 0			1 0	10 0	21 0	21 0	12	1 0	†	†	13 0	13 0	21 0	21 0	21 0	20 0	13 0	13 0	110 0	110 0	12 0	12 0
Jullundur	13 0	14 0	20 0	20 0			[illegible] 0	8 0	20 0	20 0	16 0	16 0	‡	‡	14 0	14 0	20 0	20 0	18 0	17 0	‡	‡	100 0	100 0	12 0	11 8
Hoshiarpur	13 0	13 0	15 0	19 0			9 0	10 0	21 0	20 0	16 0	16 0	18 0	18 0	16 0	16 0	19 0	19 0	19 0	17 0	8 0	8 0	90 0	90 0	12 0	11 12
Gurdáspur	13 0	14 0	18 0	21 0			10 0	9 0	20 0	20 0	13 0	13 0	20 0	20 0	[illegible] 0	16	20 0	20 0	20 0	20 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	12 0	13 0	16 0	19 0			[illegible] 0	10 0	19 0	19	12 0	12 0	†	†	19 0	19 0	19 0	18 0	15 0	15 0	†	†	90 0	90 0	12 0	12 0
Hills—																										
Simla	10 0	9 0		10 0			6 0	6 0	12 0	13 0	10 0	[illegible] 0	12 0	10 0	8 0	8 0	14 0	11 0	11 0	10 0	8 0	8 0	100 0	100 0	8 0	7 8
Kangra	9 0	9 0	13 0	14 0			7 0	7 0	11 0	12 0	10 0	10 0	20 0	20 0	6 0	6 0	13 0	13 0	12 0	12 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	12 0	12 0	17 0	18 0			10 0	8 0	18 0	1 0	‡	‡	‡	‡	‡	‡	[illegible]0 0	19 0	16 0	6 0	‡	‡	120 0	120 0	13 8	13 0
Gujranwála	12 0	13 0	18 0	19 0			10 0	10 0	20 0	[illegible] 0	14 0	14 0	†	†	13 0	13 0	19 0	19 0	20 0	18 0	†	†	110 0	110 0	12 4	12 4
Gujrát	13 0	13 0	18 0	19 0			9 0	9 0	20 0	20 0	16 0	10 0	†	†	10 0	10 0	18 0	18 0	15 0	15 0	†	†	110 0	110 0	13 0	14 0
Jhelum	13 0	13 0	16 0	16 0			10 0	10 0	16 0	16 0	10 0	10 0	†	†	*	*	19 0	19 0	16 0	16 0	†	†	120 0	120 0	14 0	14 0
Rawalpindi	11 0	11 0	16 0	15 0			7 0	7 0	20 0	17 0	15 0	13 0	*	†	16 0	6 0	18 0	18 0	15 0	14 0	18 0	18 0	65 0	65 0	13 4	13 4
Hazara	10 0	10 0	14 0	13 0			7 0	6 0	‡	‡	12 0	12 0	†	†	‡	‡	14 0	13 0	12 0	11 0	†	†	80 0	100 0	11 0	11 0
Peshâwar	11 0	10 0	16 0	15 0			8 0	8 0	16 0	16 0	10 0	10 0	†	†	16	15 0	16 0	15 0	14 0	12 0	14 0	13 0	80 0	83 0	38 0	36 0
Kohát	10 0	10 0	15 0	15 0			9 0	9 0	14 0	14 0	13 0	13 0	‡	‡	23 0	23 0	13 0	13 0	13 0	13 0	‡	‡	105 0	85 0	60 0	60 0
Western—																										
Shahpur	12 0	12 0	16 0	18 0			7 0	8 0	15 0	15 0	15 0	15 0	16 0	16 0	16 0	16 0	17 0	16 0	16 0	14 0	‡	†	200 0	200 0	13 0	13 0
Jhang	11 0	11 0	14 0	17 0			8 0	8 0	10 0	10 0	12 0	12 0	18 0	18 0	18 0	18 0	16 0	16 0	18 0	14 0	8 0	8 0	200 0	200 0	12 0	12 0
Mooltan	12 0	12 0	18 0	18 0			12 0	13 0	16 0	16 0	15 0	15 0	†	†	16 0	16 0	17 0	17 0	14 0	14 0	†	†	90 0	90 0	12 4	12 4
Bannu	13 0	13 0	19 0	19 0			9 0	9 0	21 0	18 0	10 0	14 0	8 0	8 0	8 0	8 0	15 0	17 0	17 0	15 0	12 0	13 0	90 0	90 0	40 0	40 0
D. I. Khan	11 0	10 0	16 0	16 0			7 0	7 0	18 0	14 0	14 0	14 0	‡	‡	6 0	6 0	10 0	15 0	13 0	13 0	11 0	10 0	150 0	150 0	35 0	35 0
Muzaffargarh	13 0	12 0	17 0	17 0			11 0	11 0	17 0	16 0	5 0	13 0	‡	‡	‡	‡	17 0	16 0	‡	‡	9 0	9 0	110 0	100 0	12 0	12 0
D. G. Khan	12 0	12 0	15 0	15 0			8 0	8 0	19 0	14 0	18 0	15 0	‡	‡	‡	‡	14 0	13 0	‡	‡	‡	‡	100 0	100 0	22 8	22 8
Sind and Baluchistan																										
Karáchi	9 8	9 1½	15 0	15 0	8 0	7 0	11 0	10 0	16 0	16 0	15 0	15 0	‡	‡	‡	‡	14 0	14 1½	12 0	12 0	6 0	6 1½	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	11 0	11 0	14 0	13 0	8 0	8 0	10 0	10 8	20 0	18 0	20 0	18 0	.		.	.	12 8	12 0			..		150 0	160 0	11 12	11 8
Thar and Párkar (Umarkot)	10 8	10 8					12 8	11 8			17 0	15 0	..		..	.							120 0	140 0	12 0	12 0
Sukkur	11 8	11 8	16 0	16 0	8 0	8 0	10 0	10 0	15 0	14 0	15 0	15 0					14 0	14 0	.		10 0		120 0	120 0	12 0	12 0
Shikárpur	11 8	11 4	16 0	15 8	9 8	10 0	12 0	11 8	16 0	16 8	20 0	16 0		..	..		14 14	14 14			10 0	10 0	120 0	120 0	12 0	12 0
Upper Sind Frontier	11 8	11 8	14 8	14 8	8 0	8 0	12 4	12 4	20 0	20 0	21 0	20 0					14 4	14 4		.	8 10	8 10	213 0	213 0	11 0	11 0
Quetta	10 8	10 8	16 0	16 0	5 0	5 0	8 0	8 0	16 0	15 8	13 0	10 0	‡	...	6 0	6 0	13 0	13 0	17 0	17 0	‡	..	65 0	70 0	9 0	8 0

Bombay—																										
Konkan—																										
Karwar	9 0	8 8	*	*	5 8	5 8	12 0	12 0	13 0	13 0	11 8	12 0	20 0	19 0	*	*	11 0	10 8	*	*	10 0	9 12	213 5	213 5	11 0	11 8
Ratnágiri	7 14	6 9	*	*	8 9	8 9	9 14	10 9	13 0	13 0	9 13	9 13	14 2	14 2	*	*	11 3	9 13	*	*	8 14	7 8	105 0	105 0	12 15	12 15
Colába (Alibág)	8 0	8 0			7 5	7 5	10 2	10 2	12 2	12 2	11 4	11 4					11 0	11 0			9 3	9 3	103 0	103 0	11 2	12 0
Bombay	8 4	8 13	14 9	14 12	7 1	7 1	10 8	10 8	14 10	14 3	13 10	13 10	14 12	14 7	15 0	11 5	12 7	13 1	17 6	17 6	7 6	7 6	58 14	58 4	11 3	11 3
Tanna (Salsette)	8 12½	8 12½	*	*	8 3	8 3	10 0	10 0	*	*	12 14	12 14	18 11	18 11	*	*	11 7½	11 7½	*	*	8 12½	8 12½	80 0	80 0	12 5	12 5
Deccan—																										
Dharwar (Hubli)	9 1	9 1	*	*	8 11	8 11	9 8	9 8	21 12	21 12	15 1	15 15	22 6	2 6	*	*	10 11	10 11	*	*	13 2	13 2	75 0	75 0	10 5	10 5
Belgaum	9 8	9 0	16 0	17 0	10 8	10 8	11 8	11 0	21 0	21 0	18 0		25 0	24 0	*	*	10 0	10 8	*	*	8 8	8 8	83 0	86 0	13 8	13 8
Sátara	8 11	8 11	14 12	14 2	6 13	6 13	7 14	7 14	13 5	13 5	12 4	12 4	15 3	15 3	15 12	15 12	9 12	9 12	16 9	16 9	8 15	8 15	108 0	108 0	10 3	10 3
Sholapur	10 10	10 10	*	*	9 12	9 12	10 4	10 4	23 11	21 14	20 10	20 2	*	*	*	*	11 5	10 14	*	*	9 12	9 12	64 0	53 0	11 4	11 4
Bijápur	8 7	8 7		*	7 8	7 8	8 10	8 0	20 4	20 4	19 0	9 0		*	9 0	9 0	6 7	[illegible] 7		*	7 5	7 5	52 0	52 0	10 8	10 8
Poona (City)	9 3	9 3	10 3	10 3	7 15	7 15	8 9	8 9	15 4	15 4	14 15	14 15	10 6	16 6			11 8	11 8			12 0	12 0	67 7	67 7	11 11	11 11
Khandesh—																										
Ahmadnagar	10 4	10 4	18 0		7 0	7 0	8 0	8 0	18 0	18 0	17 0	17 0					13 4	13 4			16 0	16 0	91 0	91 0	13 0	13 0
Násik	11 8	12 15	...		9 0	9 0	10 8	10 8			15 13	15 13	10 2	10 2			13 8	13 8			11 8	11 8	128 0	128 0	14 4	14 4
Khandesh (Dhulia)	12 4	12 4	*	*	7 4	7 4	9 0	9 6	22 12	22 12	19 1[illegible]	19 12	*	*	*	*	10 9	10 [illegible]	*	*	16 14	10 14	106 0	100 0	11 6	10 6
Guzerat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	8 0	8 0	15 0	15 0	14 0	14 0	*	*	6 0	6 0	13 0	13 0	*	*	14	14 0	90 0	90 0	13 0	13 0
Broach	11 0	11 0	*	*	8 0	8 0	10 8	10 8	17 0	7 0	14 0	14 0	*	*	*	*	12 8	12 8	*	*	13 0	13 0	80 0	80 0	13 0	13 0
Kaira	9 6	9 6	18 13	18 13	7 4	7 4	10 0	10 0	18 13	18 13	10 0	10 0	20 0	20 0	*	*	9 [illegible]	[illegible] 6	*	*	10 5	10 11	107 0	107 0	12 12	12 12
Baroda Camp (Sadar Bazar)	8 9½	8 9½	13 11½	13 11½	6 4½	6 4½	8 0	8 0	18 4½	18 4½	10 0	16 0	18 4½	18 4½			9 2	9 2			8 9½	8 9½	73 2	73 2	10 13½	10 13½
Ahmadabad (Daskrohi)	9 0	11 0	16 0	19 0	8 0	8 0	9 0	9 0	16 0	17 0	16 [illegible]	17 0	20 0	20 0			8 0	11 [illegible]	18 0	18 0	12 0	12 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	9 0	9 0			10 0	9 8	11 8	11 8			16 8	16 0	24 0	23 0			17 8	17 8	22 8	22 0	10 0	10 0	160 0	160 0	12 4	12 4
Deesa Cantonment	11 0½	11 8	13 8	13 8	6 0	6 0	7 8	7 8	13 0	13 0	13 12	14 0	*	*	*	*	13 8	13 8	*	*	11 0	11 0	145 0	145 0	12 0	12 0
Kattywar—																										
Rájkot	11 14	11 12			6 0	6 0	7 0	7 0	16 0	16 0	13 12	13 10					10 8	10 10			7 0	7 0	90 0	90 0	76 0	70 0
Central Provinces—																										
Western—																										
Nimar	2 13	12 13			6 12	6 12	10 9	10 9	22 8	20 10							14 3	15 1			1 10	11 1	120 0	120	11 5	11 5
Khandwa-Asirgarh Cant	11 8	11 8			9 0	9 0	10 0	10 0	8 0	7 11	18 0	17 11			15 0	15 0	15 0	15 0			11 8	1 8	160 0	160	8 0	8 0
Hoshangabad	12 15	12 0			7 0	7 6	10 6	10 6	15 8	15 8							15 10	16 13			12 5	12 5	140 0	140 0	9 8	9 8
Betul	12 11	12 11					9 0	9 [illegible]	14 14	14 14							12 11	12 11			9 [illegible]	[illegible]	32 0	320 0	8 8	8 8
Chhindwára	10 6	10 6			8 14	8 14	10 10	10 10	12 0	12 0						...	0 8	0 [illegible]			8	8 0	120 0	120 [illegible]	8 0	8 0
Nagpur	11 14	11 9			9 11	9 6	0 15	10 1[illegible]	16 14	16 14							16 4	16 4			9 11	[illegible] 0	95 0	95 0	10 8	10 8
Wardha	13 15	13 5			10 0	10 0	11 7	11 7	17 2	17 2							14 9	14 9			13 [illegible]	13 5	110 0	110 0	10 10	10 10
Central—																										
Narsinghpur	12 13	12 13			8 0	8 0	9 2	9 2									12 3	12 1			19 3	19 3	120 0	120 0	9 2	9 2
Saugor	12 11	12 6			9 6	9 6	9 11	9 1									16 [illegible]	16 7			18 0	18 0	144 0	144 0	9 4	9 4
Damoh	16 0	17 0	.	*	11 0	11	11 7	11 7									10 [illegible]	[illegible]			2 0	12 0	160 0	160 0	8 13	8 0
Jubbulpore	13 4	14 0	...		10 12	10 8	13 4	12 8	20 0	19 0							17 0	1[illegible] [illegible]			12 8	12 12	1 0 0	120 0	9 0	9 8
Baghalkhand (Sutna)	17 4	16 8	27 0	26 0	8 0	8 0	14 8	15 8							8 0	8 0	2 [illegible]	1 0			25 8	25 8	128	128 [illegible]	10 1	10 12
Mandla	16 0	16 0			11 0	10 0	13 0	12 0									25 0	24 0			12 0	12 0	200 0	200 0	8 0	8 0
Seoni	13 9	13 9			8 10	8 10	11 7	11 7									13 9	2 [illegible]			2	9 2	180 0	180 0	9 2	9 2
Balaghat	11 13	11 13			11 13	11 13	15 5	15 5									15 0	16 13			11 4	11 4	136 0	136 0	9 0	9 0
Bhandara	12 8	12 8					12 8	12 8									16 0	17 8			0	10 0	200 0	200 0	0 0	9 0
Chanda	11 11	11 11					11 11	11 11	14 13	14 14							11 11	11 11		.	10 8	10 8	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	13 5	13 5			12 5	13 8	18 0	8 0									16 2	16 1[illegible]			10 15	10 14	64 0	64 0	8 0	8 0
Raipur	2 14	12 14	...		11 6	11 6	13 10	13 10									14 14	14 14			10 15	11 15	60 0	80 0	10 0	10 0
Sambalpur	11 6	10 8	a.		13 2	13 2	16 10	16 10							.		12 0	12 0	.	.		8 [illegible]	120 0	120 0	9 10	9 10
Berar—																										
Buldana	14 0	14 0			8 0	8 0	9 0	9 0	3 0	23 0	21 0	21 0		..	.		14 0	14 0			11 0	11 0	182 0	182 0	9 0	9 0
Basim	13 10	12 10			7 10	7 10	10 0	9 13	2[illegible] 0	21 0	23 0	23 0			..	.	14 8	13 10		.	12 0	11 10	80 0	80 0	9 2	9 6
Akola	11 0	11 0		.	7 0	7 0	0 0	10 0	18 0	18 0	15 0	15 0		.	..		11 0	1 0		.	10 0	10 0	87 0	87 0	10 0	10 0
Ellichpur	12 0	12 0	...		6 0	6 0	8 0	8 0	18 0	21 0	13 0	13 0			.	.	[illegible]	14 0			13 0	13 0	120 0	120 0	10 8	10 8
Amraoti	11 4	10 12	...		7 8	8 0	8 12	10 0	16 0	16 14	14 0	13 8			.	..	13 12	14 0			11 0	11 0	81 0	81 0	10 0	10 0
Wún	10 0	10 0	.		6 0	6 0	7 0	7 0	14 0	14 0	.		.		.		11 0	11 0			16 0	16 0	180 0	180 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	9 11	9 11	*	*	7 6	6 15	8 14	8 4	16 5	15 15	18 13	17 1	24 14	23 0	*	*	11 1	11 8	*	*	12 3	12 3	120 0	120 0	9 2	9 2
Boláram	10 8	10 8	*	*	7 0	7 0	9 0	8 12	16 11	17 15	*	*	*	*	*	*	12 4	12 4	*	*	*	*	110 14	116 14	9 5	9 5
Chadarghat	9 0	9 0	*	*	8 0	8 0	10 8	10 4	17 0	17 0	18 0	18 4	*	*	*	*	12 0	12 8	*	*	*	*	120 0	120 0	9 8	9 8

* Not sold. † Not produced. ‡ Not available.

RETAIL PRICES FOR THE 1st HALF OF OCTOBER 1892—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts	Wheat. Present fortnight	Wheat. Past fortnight	Barley. Present fortnight	Barley. Past fortnight	Rice, best sort. Present fortnight	Rice, best sort. Past fortnight	Rice, common. Present fortnight	Rice, common. Past fortnight	Jowar or Cholum (Sorghum vulgare). Present fortnight	Jowar or Cholum. Past fortnight	Bajra or Cumbu (Pennisetum typhoideum). Present fortnight	Bajra or Cumbu. Past fortnight	Marua or Ragi (Eleusine coracana). Present fortnight	Marua or Ragi. Past fortnight	Kangni or Kakun, Italian millet (Setaria italica). Present fortnight	Kangni. Past fortnight	Gram, Chenna, Chola, Kadalay or Sunaga (Cicer arietinum). Present fortnight	Gram. Past fortnight	Maize (Zea Mays). Present fortnight	Maize. Past fortnight	Arhar, or Thur, Cadian pea (Cajanus indicus). Present fortnight	Arhar. Past fortnight	Firewood. Present fortnight	Firewood. Past fortnight	Salt. Present fortnight	Salt. Past fortnight
	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch	S. Ch
Madras—																										
Malabar Coast—																										
Malabar	7 14	7 14			9 5	9 10	10 2	10 6	*	*	*	*	18 3	18 3									136 2	136 2	11 11	11 11
S. Canara	7 14	7 14			10 3	10 10	11 5	11 5	*	*	*	*	19 5	19 5									121 8	121 8	11 5	12 11
South, central—																										
Coimbatore	9 0	9 0			9 8	9 8	10 0	10 0	19 2	19 2	19 2	19 2	19 11	19 11									133 11	133 11	11 11	11 11
Nilgiris	7 13	7 13			7 10	7 10	8 0	8 0	15 0	14 3	12 10	12 10	15 13	15 13									274 3	274 3	10 2	10 2
Salem	7 11	7 11			8 14	8 14	9 6	9 14	16 6	15 8	19 11	19 5	23 14	21 6									96 13	96 13	13 8	12 14
Central—																										
Bellary	8 10	8 10			10 3	10 3	10 13	10 13	21 10	20 10	18 13	18 13	23 5	23 5									97 3	97 3	11 14	11 14
Anantapur	6 11	6 11	..	..	9 10	9 10	10 13	10 13	7 0	17 0	12 3	12 3	18 0	18 6							.		97 3	97 3	11 14	11 14
Cuddapah	7 11	7 11			9 2	8 11	10 13	11 3	6 10	16 1	23 14	21 0	21 13	21 13							.		140 0	140 0	12 3	12 3
Kurnool	7 5	7 5			10 11	9 14	12 0	11 6	20 10	20 10	16 5	3 13	*	*							.		142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	7 5	6 8			10 0	10 0	11 0	11 0	*	*	*	*	16 5	14 13							...		104 0	04 0	10 0	10 11
Vizagapatam	8 0	8 0			7 5	7 5	10 3	9 10	17 5	17 5	24 13	23 13	21 3	20 3							.		97 3	97 3	11 11	11 11
Godávari	7 3	7 3			8 14	10 6	12 0	12 0	17 5	17 5	26 6	24 10	20 0	16 6									162 0	162 0	12 8	12 8
East Coast, central—																										
Kistna	6 8	6 8			11 8	12 0	12 2	12 10	19 0	19 0	*	*	20 14	19 14									140 14	140 14	13 3	13 3
Nellore	7 3	7 3			10 10	10 10	11 11	11 11	6 8	16 8	13 3	13 3	19 3	19 3							..		93 5	93 5	12 13	12 13
East Coast, south—																										
Madras	7 0	7 0			9 8	9 6	10 2	10 0	17 5	20 3	20 8	20 8	21 3	19 3									123 14	123 14	12 11	12 11
Chingleput	*	*			9 0	8 10	9 13	9 2	*	*	*	*	20 10	17 13									108 14	108 14	12 6	12 6
N. Arcot	6 13	6 13		.	9 11	9 11	10 1	10 11	21 13	20 3	3 3	12 6	21 6	20 8									100 13	160 13	11 11	11 11
S. Arcot	6 10	6 10			10 6	10 6	11 6	11 6	*	*	26 3	24 10	23 14	22 5									209 0	209 0	11 11	11 11
Tanjore	6 10	6 10		.	10 0	10 0	11 11	11 11	*	*	26 13	23 3	21 14	19 10									145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10	.		9 6	9 3	9 13	9 6	17 8	18 3	19 2	16 8	18 5	18 5									143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	7 13	7 8	.		8 11	8 11	11 3	10 0	*	*	*	*	*	*							.		58 5	58 5	14 6	14 6
Madura	7 13	7 13	..		9 3	9 3	10 2	9 11	16 3	14 10	14 11	14 0	18 10	15 8									97 3	116 10	13 10	13 10
Mysore—																										
Mysore	6 8	6 8	6 12	6 8	7 4	7 8	8 4	8 8	29 0	29 0	16 0	17 0	25 0	24 0	12 0	15 0	8 0	9 0			0 8	11 0	108 0	108 0	9 0	9 4
Bangalore	7 5	7 8	7 1	7 12	7 6	7 0	8 1	8 4	20 5	16 8			24 0	23 11			9 0	9 0			8 12	9 8	96 0	96 0	9 8	10 0
Kolar	7 4	7 4	6 4	6 4	7 8	7 12	9 12	8 12	29 0	24 0	31 0	22 0	29 0	27 0			9 0	8 12	26 0	25 0	10 0	10 0	150 0	150 0	9 8	9 12
Túmkúr	8 0	7 0	8 0	7 0	8 8	8 0	10 0	9 0	25 0	25 0			32 0	30 0			9 0	8 8			12 0	12 8	340 0	340 0	9 0	9 8
Hassan			7 4	7 4	9 0	8 8	10 0	10 0					32 0	32 0			8 0	8 0	.		13 0	13 0	200 0	200 0	8 0	8 8
Kadur	7 0	8 0	7 0	8 0	10 0	10 0	12 0	12 0					28 0	28 0	..		9 0	9 0	..		7 0	7 0	240 0	240 0	8 0	8 0
Shimoga	7 6	7 6	8 6	8 6	9 7	8 15	12 10	11 9	27 5	28 6			33 2	30 7		.	9 7	8 15		.	12 10	12 10	480 0	480 0	9 7	9 7
Chitaldroog	8 0	8 0	8 8	8 8	9 8	9 0	11 8	11 8	32 0	34 0	18 0	18 0	30 0	38 0	32 0	32 0	10 0	10 0	..	..	10 0	10 0	320 0	320 0	9 0	9 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	7 8	6 8	9 0	8 0	...	..			20 8	17 0	..	.	14 0	14 8	.	.		.	110 0	110 0	9 0	8 8
Aden	8 0	8 0	...	...	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4	...				9 4	9 4	..	.	5 9	5 9	65 5	65 5	32 0	32 0

* Not sold.

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

S. JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXI OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS

N. B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible

Railway.	Average earnings per mile per week in 1891-92.	Week ending 14th November 1891: Mean mileage worked.	Week ending 14th November 1891: Earnings. Total.	Week ending 14th November 1891: Earnings. Per mile open per week.	Week ending 12th November 1892: Mean mileage worked.	Week ending 12th November 1892: Earnings. Total.	Week ending 12th November 1892: Earnings. Per mile open per week.	Earnings from 1st April to 14th November 1891.	Earnings from 1st April to 12th November 1892	Increases in 1892-93.	Decreases in 1892-93.
State lines worked by companies	R	Miles.	R	R	Miles	R	R	R	R	R	R
Standard gauge—											
East Indian (a)	590	1,634	10,62,966	651	1,639	10,05,521	613	3,02,03,080	2,94,04,275		7,99,705
Bengal Nagpur	150	831	96,936	117	831	1,03,062	124	35,21,019	32,21,400	..	2,99,619
Indian Midland	127	752	1,03,229	137	752	9[illegible],346	123	27,01,618	28,80,948	1,19,330	...
Metre gauge—											
Rajputana-Malwa	253	1,672	3,67,482	220	1,674	3,86,000	231	1,27,56,852	1,29,98,905	2,42,053	...
South Indian	150	901	1,23,204	137	1,106	1,46,691	133	44,64,625	46,73,767	2,09,142	.
Southern Mahratta	86	1,044	86,970	83	1,044	86,501	83	28,38,821	26,31,951		2,06,870
Bengal and North Western (b)	130	739	1,14,277	155	755	1,18,000	156	30,27,725	31,53,328	1,25,603	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	9,283	47	199	9,491	48	3,03,445	3,80,485	77,040	.
TOTAL	250	7,772	19,64,347	253	8,000	19,47,672	243	5,96,78,085	5,03,45,059		5,33,026
State lines worked by the State.											
Standard gauge—											
North Western (c)	264	2,395	7,75,383	324	2,511	4,83 392	193	2,02,98,021	1,47,81,683		55,16,338
Oudh and Rohilkhand	244	692	1,80,644	261	692	1,61,776	240	51,75,187	50,01,633	...	1,73,554
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	2,57,725	332	777	3,22,545	415	74,56,195	72,93,863		1,62,832
Bengal Central (d)	117	125	15,603	125	125	14,650	117	4,68,651	4,73,454	4,803	...
Metre gauge—											
Burma (e)	203	609	1,36,172	224	715	1,39,642	181	31,86,263	39,23,702	7,37,439	
Special gauges—											
Jorhát	47	28	1,362	49	25	964	39	42,043	45,440	3,397	
Cherra-Companyganj	44	8	369	46	8	445	56	10,633	9,515	.	1,118
TOTAL	251	4,634	13,67,258	295	4,853	11,17,417	230	3,66,37,493	3,15,29,290		51,08,203
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (f)	572	1,492	8,48,714	569	1,490	6,54,873	440	2,59,31,139	2,20,67,639		38,63,500
Bombay, Baroda and Central India	590	461	2,58,120	560	461	2,20,000	497	84,73,386	85,82,417	1,09,031	...
Madras	216	840	1,50 998	187	840	1,73,323	206	58,66,365	56,79,833		1,80,532
TOTAL	468	2,793	12,63,832	452	2,791	10,57,196	379	4,02,70,800	3,63,29,889		39,41,001
TOTAL (GUARANTEED AND STATE)	290	15,199	45,95,437	302	15,644	41,22,285	264	13,67,86,468	12,72,04,238		95,82,230
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	30,744	190	162	25,121	155	6,84,611	6,61,799	.	22,812
Tárakeshwar	258	22	6,124	278	22	5,651	257	1,78,946	1,76,321	.	2,625
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	10,162	152	67	5,663	85	2,62,595	2 94 875	32,280	...
Dibru-Sadiya	128	78	10,348	133	78	9,041	116	3,19 841	3,21,182	1,341	.
TOTAL	135	320	57,378	174	329	45,476	138	14,45,993	14,54,177	8,184	
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	58,954	167	354	56,876	161	16,53,846	15,93 535	.	60,311
The Gaekwar's Petlád	91	13	1,109	85	13	910	70	38,032	37,543		489
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	296	26,546	90	311	37,010	119	8,48,851	8,83,368	34,517	...
The Gaekwar's Mehsána	50	93	5,451	59	93	4,021	43	1,19 382	1,52,147	32,765	
Kolhápur	55	29	1,413	49	29	2,406	83	(g) 48,381	55,432	7,051	
Special gauge—											
The Gaekwar's Dabhoi	55	72	4,276	59	72	4,930	68	1,24,682	1,48,543	23,861	..
TOTAL	107	857	97,749	1 14	872	1,06,153	122	28,33,174	28,70,568	37,394	..
Lines owned by native states and worked by state railway agency											
Standard gauge—											
Rájpura-Bhatinda	118	108	8,917	83	108	8,899	82	4,02,111	2,94,371		1,07,740
Lines owned and worked by native states											
Metre gauge—											
Bhávnagar-Gondal-Junagarh-Porbandar	83	334	34,481	103	334	30,504	91	8,66 539	9,91,336	1,24 797	
Jodhpur-Bickaneer	72	223	11,892	53	291	17,800	61	3,81,902	5,61,341	1,79,439	...
Special gauge—											
Morvi	63	94	6,489	69	94	6,439	68	2,01,056	1,06,877	..	4,179
TOTAL	76	651	52,862	81	719	54,743	76	14,49,497	17,49,554	3,00,057	..
GRAND TOTAL	269	17,144	48,12,343	281	17,672	43,37,556	245	14,29,17,243	13,35,72,908	..	93,44,335

(a) Includes the Patna-Gya state railway.
(b) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(c) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(d) Athough for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.
(e) Includes the Mu Valley state railway.
(f) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(g) Total receipts from 21st April to 14th November 1891.

F. B. HEBBERT, *M. Inst C.E.*,
Under Secretary.

CALCUTTA,
The 25th November, 1892.

D

GOVERNMENT

REVENUE AND AGRI

STATIS

IMPORTS OF COTTON, WHEAT,

Statement showing in maunds the imports of Cotton, Wheat, Linseed, and Indigo by rail and river into Calcutta, compared with the corresponding

Articles and whence exported.	TOTAL OF MONTH.											
	Calcutta.			Bombay Town.			Karachi.			TOTAL.		
	1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.	1890.	1891.	1892.
1	2	3	4	5	6	7	8	9	10	11	12	13
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
COTTON, RAW—												
Madras	...	...	...	1,573	...	4,734	...	...	...	1,573	...	4,734
Bombay	...	...	...	19,172	28,289	14,604	...	...	...	19,172	28,289	14,604
Sindh	...	...	...	...	...	...	1,713*	18 118	2,817	1,713	18,118	2,817
Bengal	2,907	3,262	3,797	...	...	...	...	...	...	2,907	3,262	3,797
N.-W. P. & O.	8,519	11,850	13,806	...	...	388	...	...	...	8,519	11,850	14,194
Punjab	...	241	...	...	...	...	6*	47	332	6	288	332
Cent. Provs.	...	...	598	227	214	162	...	...	...	227	214	760
Berar	...	...	217	725	1,846	1	...	...	...	725	1,846	218
Assam	...	...	956	...	...	...	...	...	...	...	...	956
Raj. & C. I.	787	131	...	2,416	2,710	2,938	...	...	...	3,203	2,841	2,938
Nizam's Terry.	...	...	...	5,267	4,301	48	...	...	...	5,267	4,301	48
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	12,213	15,484	19,374	29,380	37,360	22,875	1,719	18,165	3,149	43,312	71,009	45,398
WHEAT—												
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	42,179	1,15,792	42,424	...	...	...	42,179	1,15,792	42,424
Sindh	...	...	...	...	...	...	3,31,366*	3,30,557	65,511	3,31,366	3,30,557	65,511
Bengal	1,95,451	3,14,200	1,30,760	...	...	...	...	...	...	1,95,451	3,14,200	1,30,760
N.-W. P. & O.	25,867	2,50,415	1,81,147	666	3,03,817	92,522	...	...	...	26,533	5,54,232	2,73,669
Punjab	12,940	3,159	12,861	11,327	1,97,137	41,624	4,16,570*	11,17,811	1,20,881	4,40,837	13,18,107	1,75,366
Cent. Provs.	1,790	9	304	67,140	1,39,602	96,043	...	...	...	68,930	1,39,611	96,347
Berar	200	...	...	3,385	31,156	11,863	...	...	...	3,585	31,156	11,863
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Raj. & C. I.	...	700	999	14,271	14,139	40,603	...	...	...	14,271	14,839	41,602
Nizam's Terry.	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	2,36,248	5,68,483	3,26,071	1,38,968	8,01,643	3,25,079	7,47,936	14,48,368	1,86,392	11,23,152	28,18,494	8,37,542
LINSEED—												
Madras	...	...	...	474	...	117	...	...	...	474	...	117
Bombay	...	...	...	15,773	18,391	21,165	...	...	...	15,773	18,391	21,165
Sindh	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	4,38,965	6,72,764	1,90,895	...	...	...	...	...	...	4,38,965	6,72,764	1,90,895
N.-W. P. & O.	79,088	1,68,587	72,673	625	8,550	4,702	...	...	...	79,713	1,77,137	77,375
Punjab	...	...	551	...	300	...	...	16	...	...	316	551
Cent. Provs.	5,966	2,440	603	37,909	62,620	12,839	...	...	...	43,875	65,060	13,442
Berar	...	...	...	27,343	13,333	15,438	...	...	...	27,343	13,333	15,438
Assam	6,886	5,304	...	...	...	...	...	...	...	6,886	5,304	...
Raj. & C. I.	3,025	12,969	9,072	3,261	22,883	10,645	...	...	...	6,286	35,852	19,717
Nizam's Terry.	...	...	...	3,386	3,083	3,034	...	...	...	3,386	3,083	3,034
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	5,33,930	8,62,064	2,73,794	88,771	1,29,160	67,940	...	16	...	6,22,701	9,91,240	3,41,734
INDIGO—												
Madras	...	...	...	Not available.	118	141	Not available.	...	...	...	118	141
Bombay	...	...	...		...	276		...	...	...	...	276
Sindh	...	...	...		...	117		271	671	...	271	788
Bengal	320	32	243		...	...		...	...	320	32	243
N.-W. P. & O.	196	1	2		78	7		...	...	196	79	9
Punjab	13	...	...		...	...		948	335	13	948	335
Cent. Provs.	...	...	...		263	...		...	...	...	263	...
Berar	...	...	...		...	...		...	...	...	...	...
Assam	...	...	...		...	...		...	...	...	...	...
Raj. & C. I.	...	...	...		10	...		...	...	..	10	...
Nizam's Terry.	...	...	...		75	...		...	...	...	75	...
Mysore	...	...	...		...	...		...	...	...	...	...
TOTAL	529	33	245		544	541		1,219	1,006	529	1,796	1,792

* Exclusive of river traffic.

REVENUE AND AGRICULTURAL DEPARTMENT,
Calcutta, the 24th November, 1892.

OF INDIA

CULTURAL DEPARTMENT.

TICS.

LINSEED, AND INDIGO.

Bombay Town, and Karachi, during the month of September 1892, and from 1st January 1892 to 30th September 1892, periods of the years 1890 and 1891.

Total from January 1st, including total of month												
Calcutta			Bombay Town			Karachi			Total.			Articles and whence exported
1890.	1891.	1892	1890.	1891.	1892.	1890	1891	1892	1890	1891	1892	
14	15	16	17	18	19	20	21	22	23	24	25	26
Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds	Mds.	Mds.	Mds.	Mds.	
												COTTON, RAW—
			13,080	20,049	13,959			..	13,080	20,049	13,959	Madras
7	6		36,54,031	34,08,713	37,37,048	..			36,54,038	34,08,719	37,37,048	Bombay
.				...		2,76,382*	3,20,259†	2,06,945	2,76,382	3,20,259	2,06,945	Sindh
74,991	42,473	82,310		18	10				74,991	42,491	82,320	Bengal
4,59,072	2,33,571	2,38,378	3,34 633	4,00,177	1,68,285	126	1	..	7,93,831	6,33,749	4,06,663	N.-W. P. & O.
72,205	16,483	237	92,311	62,483	1,837	1,04,353	46,742†	12,615	2,68,869	1,25,706	14,689	Punjab
1	4,658	14,241	70,410	1,05,900	74,212	...			70,411	1,10,558	88,453	Cent. Provs.
.	10,451	10,35	16,44,243	16,49,548	14,49,870				16,44,243	16,59,999	14,60,221	Berar
20,706	3,750	15,709							20,706	3 750	15,709	Assam
1,02,132	31,797	9,051	8,38,376	10,53,977	7,26,625				9,40,508	10,85,774	7,35,670	Raj. & C. I.
.			46,987	33,150	19,823		..		46,987	33,150	19,823	Nizam's Terry.
.		.	23				.		23			Mysore.
7,29,114	3,43,189	3,70,277	66,94,094	67,34,015	61,91,669	3,80,861	3,67,002	2,19,560	76,04,069	74,44,206	67,81,506	TOTAL
												WHEAT—
						...	...					Madras.
	5	..	8,43,535	22,88,793	11,63,689				8,43,535	22,88,798	11,63,689	Bombay
			.	...	.	25,98,399*	39,48,073†	12,42,590	25,98,399	39,48,073	12,42,590	Sindh
18,31,689	24,03,100	13,26,258	21	24	1	...			18,31,710	24,03,124	13,26,259	Bengal
9,57,17[illegible]	36,12,740	45,06,215	1,49 848	22,63 177	27,24,267		2,812	1,353	11 07,062	58,78,729	72,31,835	N.-W. P. & O.
61,725	2,15,822	1,00,647	2,65,898	16,79,016	9,95,823	37,56,061*	70,21,953†	42,88,570	41,03,684	89,16,793	53,85,040	Punjab
53,069	66,299	16,911	38,62,740	70,58,586	48,01,676				39,15,809	71,24 855	48,18,587	Cent. Provs.
200	735	.	1,90,995	5,08,511	4,19,505				1,91,195	5,09,246	4,19,5 5	Berar
	367	453								367	453	Assam
1	5,802	14,024	6,83,917	9,69,503	11,69,685				6,83,918	9,75,305	11,84,309	Raj. & C. I.
..		..		3,035	2		..	.		3,035	2	Nizam's Terry
						..						Mysore.
29,03,858	63,04,870	59,65,108	60,16,994	1,47,70,647	1,12,74,648	63,54,460	1,09,72,838	55,32,513	1,52,75,312	3,20,48,355	2,27,72,269	TOTAL
												LINSEED—
			5,978	1,518	2,517				5,078	1,518	2,517	Madras
	.	498	5,08,785	10,03,453	9,50,278		..		5,08,785	10,03,453	9,50,766	Bombay
								7			7	Sindh
38,31,376	47,02,613	23,56,023		1,161	18		.	..	38,31,376	47,03,774	23,56,041	Bengal
10,59,920	26,01,101	25,19,227	45,661	2,99,048	1,17,771	191		..	11,05,772	29,00,149	26,36,998	N.-W. P. & O.
	297	6,160		334	1,841	612*	844†	60	612	1,475	8 061	Punjab
66,032	1,06,333	2,87,943	9,24,268	18,39,959	10,97,645		.		9,90,300	19,4[illegible]	13,85,588	Cent. Provs.
.	.	533	3,97,955	10,43,869	10,47,196				3,97,955	10,43,869	10,47,729	Berar.
1,06,778	75,142	33,434							1,06,778	75,142	33,434	Assam
1,19,709	1,72,581	1,93,138	4,71,713	9,91,822	9,51,047				5 91,422	11,64,403	11,44,185	Raj. & C. I.
..			3,17,930	5,72,874	4,54,834				3,17,930	5 72,874	4,54,834	Nizam's Terry.
...	...	..										Mysore.
51,83,815	76,58,067	53,96,946	26,72,290	57,54,038	46,23,147	803	844	67	78,50,906	1,34,12,940	1,00,20,160	TOTAL.
												INDIGO —
...	.		Not available	505	616	Not available				505	616	Madras
.				228	738					228	738	Bombay
...					117		3,041†	5,047		3,041	5,164	Sindh.
7,575	2,109	8,099							7,575	2,109	8,099	Bengal.
1,490	1,776	3,914		78	46				1,490	1,854	3,960	N.-W. P. & O.
13	1,051	9		65	5		2,077†	2,942	13	3,103	2,956	Punjab
	.	10		482	3					482	13	Cent. Provs.
	...			.								Berar
...												Assam
				221	690					221	690	Raj. & C. I.
.		..		110	1				..	110	1	Nizam's Terry.
		...								..	...	Mysore.
9,07	4,936	12,032		1,689	2,216		5,118	7,989	9,078	11,743	22 237	TOTAL.

* Exclusive of river traffic

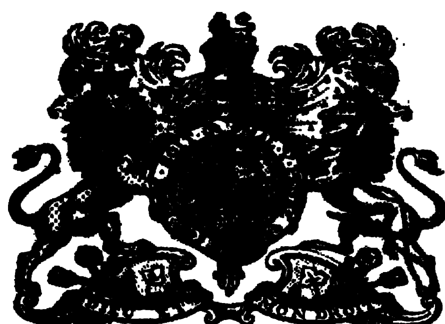
† Includes river traffic for August and September only the statistics of river traffic for the seven months, January to July, 1891, not being available

N. B.—The indigo figures entered in columns 18 and 21 under Bombay Town and Karachi represent the imports from April 1891, the figures from January to March 1891 not being available.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Government of India.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Calcutta*.



The Gazette of India

EXTRAORDINARY.

PUBLISHED BY AUTHORITY.

CALCUTTA, TUESDAY, NOVEMBER 29, 1892.

HOME DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENTS.

Calcutta, the 29th November, 1892.

No. 570.

The Honourable Sir Charles Haukes Todd Crosthwaite, K.C.S.I., received charge of the office of Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh from the Honourable Sir Auckland Colvin, K.C.M.G., K.C.S.I., C.I.E., on the afternoon of the 28th instant.

No. 571.

A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor General of India by the appointment of the Honourable Sir Charles Haukes Todd Crosthwaite, K.C.S.I., of the Indian Civil Service, to the office of Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh, Her Majesty the Queen, Empress of India, has been graciously pleased to appoint the Honourable Sir Charles Bradley Pritchard, K.C.I.E., C.S.I., of the Indian Civil Service, to be an Ordinary Member of the Council of the Governor General of India.

Sir Charles Pritchard has, on the forenoon of this day, taken upon himself the execution of his office under the usual salute.

C. J. LYALL,

Secretary to the Government of India.

Printed and published for the GOVERNMENT OF INDIA, *at the Office of the* SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA, *No. 8, Hastings Street, Calcutta.*



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 49.} CALCUTTA, SATURDAY, DECEMBER 3, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS

PART I.

Government of India Notifications, Appointments, Promotions, etc.

MILITARY SECRETARY'S OFFICE.

NOTIFICATION.

Calcutta, the 2nd December, 1892.

The *Clive* with His Excellency the Viceroy and Suite on board anchored at 5 P.M. to-day at Saugor, and will proceed to-morrow morning to Calcutta.

The disembarkation at Prinsep's Ghat will probably take place about 12-30 midday.

All arrangements and orders relative to the public reception are cancelled. His Excellency's arrival will be strictly private.

J. C. ARDAGH, *Colonel,*
Private Secretary to the Viceroy,
for *the Military Secretary*

LEGISLATIVE DEPARTMENT.

NOTIFICATIONS.

Calcutta the 1st December, 1892.

No. 29.—His Excellency the Governor General, under the authority vested in him by the Statute 24 and 25 Vict., Chapter 67, Section 10, and the Statute 55 and 56 Vict., Chapter 14, Section 1, has been pleased to renominate the Honourable Dr. Rash Behari Ghose to be an Additional Member of the Council of the Governor General for the purpose of making Laws and Regulations, with effect from the 9th instant.

The 2nd December, 1892.

No. 30.—Whereas the Secretary of State for India by Resolution in Council declared the provisions of the 33rd of Vict., Chapter 3, Section 1, to be, from and after the 1st October, 1877, applicable to the territories forming the Chief Commissionership of Coorg;

And whereas the Chief Commissioner of Coorg has proposed to the Governor General in Council a draft of the following Regulation, together with the reasons for proposing the same;

And whereas the Governor General in Council has taken the draft and reasons into consideration and has approved of the draft, and the same has received the Governor General's assent on the 14th day of November, 1892,

In pursuance of the direction contained in the said section the said Regulation is now published in the *Gazette of India*:—

REGULATION NO. IV OF 1892

A Regulation for the management of Temple Funds in Coorg.

WHEREAS certain temples and religious institutions in Coorg are in receipt of annual cash allowances from the Government;

And whereas it is necessary to provide for the due application of such allowances, and of certain other moneys of which the said temples and religious institutions are in receipt or possession,

It is hereby enacted as follows:—

Title, application and commencement.

1. (1) This Regulation may be called the Coorg Temple Funds Management Regulation, 1892.

(2) It applies to the temples and institutions named in the schedule and to such other temples or institutions as the Chief Commissioner, with the previous sanction of the Governor General in Council, may, by notification in the Coorg District Gazette, from time to time direct; and

(3) It shall come into force on such day as the Chief Commissioner may, by a like notification, appoint.

Definition.

2. In this Regulation the words "funds" and "said funds" mean the muzarayi funds, that is to say:—

(a) the cash allowances for the time being paid by the Government for the maintenance of the said temples and institutions;

(b) all bequests, gifts and offerings to or for the said temples and institutions;

(c) all funds invested or in hand to the credit of the said temples and institutions at the commencement of this Regulation; and

(d) the income accruing from all lands which have been or may hereafter be granted either partially or wholly rent-free for the said temples and institutions.

Committee of management and its constitution.

3. The said funds shall be under the management and control of a committee, which shall consist of fifteen members appointed or elected as hereinafter provided.

Appointment and election of members of committee.

4. The Chief Commissioner shall appoint the members of the first committee from among the persons qualified for election as hereinafter provided, and shall divide the members so appointed into three groups of five members each, and shall so fix the term of office of each member that one member from each of such groups shall retire annually commencing from the end of the first year. All vacancies so caused and all other vacancies shall be filled by election.

Power for Chief Commissioner to make rules.

5. The Chief Commissioner shall from time to time, as occasion may require, make rules regulating—

(a) the division of the said temples and institutions into three groups for the purpose of electing five members each,

(b) the proportion of Coorgs to non-Coorgs in the representatives to be elected for each group;

(c) the qualifications of electors and candidates for election,

(d) the registration of electors;

(e) the times of election and the mode of recording votes; and

(f) all other matters necessary for carrying this Regulation into effect:

Provided that no person shall be qualified for election who—

(1) is not a male Hindu of not less than twenty-five years of age, and a native of, or a settled resident in, Coorg;

(2) is unable to read and write Kanarese;

(3) is an insolvent;

(4) has been convicted of any such offence, or has been subjected by a Criminal Court to any such order, as implies, in the opinion of the District Judge, a defect of character which unfits him to be a member:

Provided also that no one shall be qualified to be an elector who is not a male Hindu of not less than twenty-five years of age and a native of or a settled resident in Coorg;

Provided also that, for the purposes of this section, all Hindus who have resided in Coorg for five years immediately before election shall be taken to be settled residents therein.

Eligibility of members of committee for election or re-election.

6. Except as provided in section 4, the term of office of members of committee shalll be five years; but an outgoing

member shall, if otherwise qualified, be eligible for election or re-election.

Resignation of members of committee.

7. Any member of committee may resign his office by letter to the District Judge, and on his resignation being accepted in writing by the District Judge, he shall be deemed to have vacated his office.

Removal of members of committee.

8. The District Judge may from time to time remove any member who refuses or without sufficient excuse neglects to act, or has absented himself from three consecutive meetings of the committee, or who is or has become incapable of acting, or has been declared an insolvent or been convicted of any such offence, or subjected to any such order, as is referred to in clause (4) of the first proviso to section 5.

Casual vacancies

9. Upon the occurrence of any vacancy by the resignation, removal or death of a member a new member shall be elected to fill the place, and shall hold office for the time for which it was tenable by the member whose place he fills.

Incapacity of member of committee to have personal interest

10. No member of committee shall be capable of being or acting as manager of, or shall hold any paid office connected with, any of the said temples and institutions.

President of committee.

11. The committee shall elect one of their own body as president.

Quorum.

12. The quorum necessary for the transaction of business at a meeting of the committee shall not be less than five.

President of meetings of committee.

13. At every meeting of the committee the president, if present, shall preside. In his absence the committee shall elect a president for that meeting.

Decision of questions by majority of votes.

14. All questions coming before the committee shall be decided by a majority of the votes of the members present. In the case of an equality of votes the president of the meeting shall have a second or casting vote.

Appointment of managers.

15. (1) The committee shall from time to time appoint one or more suitable person or persons to be manager or managers of the said temples and institutions respectively, and may for sufficient cause fine or remove any person so appointed

(2) Nothing in sub-section (1) shall be held to empower the committee to refuse without sufficient cause to appoint as manager or managers the person or persons (if any) possessing hereditary or other rightful claims to be so appointed.

(3) The amount of fine imposable under sub-section (1) shall not exceed one month's pay of the person fined.

Duties of manager and accounts to be submitted by him.

16. The committee shall prescribe the duties to be performed by such manager or managers respectively, and shall require the production at least once a year of full, complete and separate accounts of receipts and disbursements on behalf of such temples and institutions respectively, in such form as the committee may direct.

Audit of accounts

17 The District Judge may from time to time call for the accounts of all or any of the said temples and institutions; and may from time to time appoint one or more auditor or auditors to audit the said accounts, and the auditor or auditors so appointed shall receive such remuneration out of all or any of the said funds as the District Judge may direct. The audited accounts shall be published in the Coorg District Gazette, and in such other manner, if any, as the District Judge may direct.

Legal proceedings

18. The committee may institute legal proceedings in any Civil or Criminal Court in the name of its president, and the cost of such proceedings may, unless the Court shall otherwise order, be debited to the said funds, and any person interested in any of the said temples and institutions, or in the performance of the worship or service thereof or of the trusts relating thereto, may sue in the District Court the committee in the name of its president or any particular member or members thereof, by name, or any such manager or managers as aforesaid for any misfeasance, breach of trust or neglect of duty committed in respect of such temple, institution, worship, service or trusts by the committee or by any member or members thereof, or by any person or persons holding office as manager or managers thereunder, as the case may be; and the said Court may direct the specific performance of any act by the committee, and may decree damages with or without costs against the committee or against such member, members, manager or managers as aforesaid, and may also direct the removal of any member, members, manager or managers; and no person removed by any such order shall be afterwards capable of being elected a member of committee or appointed a manager (as the case may be) without the permission in writing of the District Judge.

Supplement to the last foregoing section

19. Every person having a right of attendance or having been in the habit of attending at the performance of the worship or service, or having the right or being in the habit of partaking in the benefit of any distributions of alms, at any of the said temples or institutions shall be deemed to be a person interested within the meaning of the last foregoing section

Arbitration

20. In any civil suit or proceeding under this Regulation it shall be competent for the District Judge, with or without the consent of either party, to order any matter in dispute in such suit or proceeding to be referred for decision to one or more arbitrator or arbitrators. Whenever any such order shall be made, the provisions of Chapter XXXVII of the Code of Civil Procedure shall (except as herein provided) apply to such order and arbitration. XIV of 188.

Leave for institution of suits

21 (1) No suit shall be entertained under this Regulation except in accordance with an order of the District Court to be made upon a preliminary application to that Court for leave to institute such suit

(2) The District Judge, after perusing the application, may either require the attendance of the parties, or may, without hearing the parties, give or refuse leave, or grant leave subject to such conditions as he may deem fit.

Notification of rules, appointments, elections and vacancies.

22. All rules made under this Regulation and every appointment or election of a member, and every vacancy in the office of a member, shall be notified in the Coorg District Gazette.

Exclusion of Government servants from taking part in management of temples or funds.

23 Except as provided in this Regulation, it shall not be lawful for the Government, or for any officer of the Government in his official capacity to take any part in the management or control of the said funds, or of the said temples and institutions.

Reference of disputes to District Judge with appeal to the Judicial Commissioner.

24 Except as hereinbefore otherwise provided, all disputes arising in respect of any matter provided for by this Regulation or by any rules made thereunder shall be referred to the District Judge, whose decision thereon shall be subject to appeal to the Judicial Commissioner within the prescribed period, and subject thereto shall be final.

THE SCHEDULE.

	Present annual allowance.		
	R	a.	p.
1. Onkareshwara pagoda at Merkara	4,435	6	0
2 Onkareshwara choutry	380	0	0
3 Rajahs' tombs	2,000	0	0
4 Tavunad pagoda	2,320	7	5
5. Tavunad choutry	3956	10	7
6 Brahmadaya at Subramania paid at Merkara	48	0	0
TOTAL	13,140	8	0

S HARVEY JAMES,
Secretary to the Government of India.

HOME DEPARTMENT.

NOTIFICATIONS.

ESTABLISHMENTS.

Calcutta, the 29th November, 1892.

No. 570.--The Honourable Sir Charles Haukes Todd Crosthwaite K.C.S.I., received charge of the office of Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh from the Honourable Sir Auckland Colvin, K.C.M.G., K.C.S I., C.I.E , on the afternoon of the 28th instant.

No. 571.—A vacancy having occurred in the office of an Ordinary Member of the Council of the Governor General of India by the appointment of the Honourable Sir Charles Haukes Todd Crosthwaite, K.C.S.I., of the Indian Civil Service, to the office of Lieutenant-Governor of the North-Western Provinces and Chief Commissioner of Oudh Her Majesty the Queen, Empress of India, has been graciously pleased to appoint the Honourable Sir Charles Bradley Pritchard, K.C.I.E., C.S.I., of the Indian Civil, Service, to be an Ordinary Member of the Council of the Governor General of India.

Sir Charles Pritchard has, on the forenoon of this day, taken upon himself the execution of his office under the usual salute.

No. 572.—The services of Mr. H. Luson, Indian Civil Service, Officiating Under-Secretary to the Government of India in the Home Department are replaced at the disposal of the Government of Bengal, with effect from the 30th instant.

PORT BLAIR.

The 29th November, 1892.

No. 983.—Mr. W. Jessop, Sixth Assistant Superintendent, Port Blair, has obtained privilege leave for forty-two days, with effect from the 19th January, 1893.

JUDICIAL.

The 2nd December, 1892.

No. 1438.—The services of Captain T. H. Bairnsfather, 29th (Punjab) Regiment of Bengal Infantry, are replaced at the disposal of the Military Department, with effect from the forenoon of the 10th of November, 1892, on which date he was relieved of his duties as Officiating Cantonment Magistrate of Mian Meer.

ECCLESIASTICAL.

The 29th November, 1892.

No. 313.—The Reverend G J. Chree, a Chaplain on probation, is appointed to be an Assistant Chaplain of the Church of Scotland, on the Bengal Establishment, with effect from the 26th September, 1892.

The 2nd December, 1892.

No. 317.—The Reverend J. Cameron, a Chaplain of the Church of Scotland, on probation, reported his arrival on the forenoon of the 29th November, 1892.

Mr. Cameron's services are placed at the disposal of the Government of the Punjab, with effect from the date on which he may assume charge of his duties.

C. J. LYALL,
Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATION.

SURVEYS.

Calcutta, the 29th November, 1892.

No. 2676-216.—Mr. G. W. E. Atkinson, Extra Assistant Superintendent, 1st grade, Survey of India Department, is appointed an Assistant Superintendent, 2nd grade, and placed in charge of the Drawing Office at Simla, with effect from the 8th November, 1892.

J. W. P. MUIR-MACKENZIE,
Offg Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 26th November, 1892.

No. 1923-*G*.—Surgeon-Captain J Chaytor-White, M B, Indian Medical Service (Bengal), is appointed to officiate, during the absence of Brigade-Surgeon-Lieutenant-Colonel T. ffrench-Mullen, M D, or until further orders, as Medical Officer of the Mewar Bhil Corps, with effect from the date of assuming medical charge.

The 28th November, 1892.

No. 1930-*G*.—Lieutenant A. McConaghey, Indian Staff Corps, Officiating Political Assistant of the 3rd class, and Assistant Political Agent in Zhob, is declared to have passed in the subjects prescribed under clause A, rule II, of the rules for the examination of junior officers in the Political Department.

No. 2763-*F*.—The services of Mr. W. H. Johnson, Executive Engineer, 1st grade, Punjab, are, with reference to the Notification by the Government of India in the Public Works Department, No. 23, dated the 16th January, 1890, replaced at the disposal of the Public Works Department, with effect from the 27th October, 1892.

No. 4370-*I*.—Whereas the Governor-General in Council has power and jurisdiction within the local areas described as the Cantonments of Agar, Guna, Sehore, Sutna, and Sirdarpur within the limits of the Central India Agency; in exercise of such power and jurisdiction and of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act (XXI of 1879), and of all other powers enabling him in this behalf, the Governor-General in Council is pleased to issue the following orders :—

I.—(1) The provisions, so far as circumstances admit and as amended for the time being by subsequent enactments, of the Indian Penal Code (Act XLV of 1860), the Whipping Act (VI of 1864), and the Code of Criminal Procedure (Act X of 1882), are hereby applied to the said local areas, subject to the following modifications in the case of the Code of Criminal Procedure, 1882, namely:—

(*a*) the Court of Session may take cognizance of any offence as a Court of original jurisdiction without the accused being committed to it by a Magistrate, and shall, when so taking cognizance of any offence, follow the procedure laid down for the trial of warrant-cases by Magistrates ;

(*b*) trials before the Court of Session may be without jury or aid of assessors

(2) For the purposes of these Acts the Agent to the Governor-General in Central India shall be deemed to be the Local Government.

(3) For the purpose of facilitating the application of these Acts in the said local areas any Court in the said local areas may construe them with such alterations not affecting the substance as may be necessary or proper to adapt them to the matter before the Court.

II.—The following notifications of the Government of India in the Foreign Department, so far as they may be still in force, are hereby cancelled .

No 53, dated the 5th May, 1870.	No 130-I-J, dated the 24th June, 1881
No 209-J, dated the 26th November, 1874	No 142-I-J, dated the 26th June, 1881.
No 107-I, dated the 11th October, 1878	No 1 .5 I-J., dated the 24th June, 1881
No 37-I J., dated the 21st January, 1881	No 3726 I, dated the 3rd November, 1885.

The 29th November, 1892.

No. 1938-*G*.—With reference to Foreign Department Notification, No 1275-G, dated the 16th July, 1892, Mr L. Aeppli, Consul for the Netherlands at Bombay resumed charge of his office on the 15th November, 1892.

The 30th November, 1892.

No. 1941-*G*.—The Governor General in Council is pleased to recognise the provisional appointment of Mr. D E W. Leighton as Acting Consular Agent for Italy at Madras, *vice* Mr. H. A. de Closets.

No. 4399-*I*.—ERRATUM.—In the Notification of the Government of India in the Foreign Department, No. 4221-I., dated the 10th November, 1892, *for* "Application for Execution, No. 8 of 1892," *read* "Extraordinary Application No. 8 of 1892."

The 1st December, 1892.

No. 4426-*I*.—In exercise of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act (XXI of 1879) and of all other powers enabling him in this behalf, the Governor-General in Council is pleased to apply the provisions, so far as they may be suitable, of Act XXXVI of 1858 (an Act relating to Lunatic Asylums) as amended by Act XVIII of 1886 and Act XX of 1889 to the Cantonment of Secunderabad, the Residency Bazars at

Hyderabad, and the lands in the Hyderabad State occupied by His Highness the Nizam's Guaranteed State Railway, the Great Indian Peninsula Railway, the Dhond-Manmad Railway, and the Madras Railway subject to the modification that for section 17-A of the said Act XXXVI of 1858, the following shall be substituted, namely:

"Whereas the Executive Government has not established within its limits any public asylum for the reception and detention of lunatics, the Governor-General in Council may from time to time appoint any asylum in British India to be an asylum to which any Magistrate or Judge exercising jurisdiction within the Cantonment of Secunderabad, the Residency Bazars at Hyderabad or the lands in the Hyderabad State occupied by His Highness the Nizam's Guaranteed State Railway, the Great Indian Peninsula Railway, the Dhond-Manmad Railway, and the Madras Railway, may send lunatics or any class of lunatics as to an asylum established under this Act for those limits."

(2) For the purposes of these provisions the Resident at Hyderabad shall be deemed to be the Executive Government.

(3) For the purpose of facilitating the application of these provisions in the said Cantonment, Residency Bazars and railway lands, any Court therein may construe them with such alterations not affecting the substance as may be necessary or proper to adapt them to the matter before the Court.

The Notification of the Government of India in the Foreign Department, No. 3528-I., dated the 24th October, 1890, is hereby cancelled.

No. 4427-I.—The Governor-General in Council is pleased to direct that the provisions, so far as they may be applicable, of Act XXXV of 1858 (an Act to make better provision for the care of the estates of Lunatics not subject to the jurisdiction of the Supreme Courts of Judicature), shall apply to the Cantonment of Secunderabad.

The 2nd December, 1892.

No. 1955-G.—The following changes are made in the graded list of the Political Department:—

Consequent on the grant of extraordinary leave, without pay, to Captain W. E. Evans-Gordon, Indian Staff Corps Political Agent of the 3rd Class, and with effect from the 20th June, 1892:

Lieutenant J. Ramsay, Indian Staff Corps, Officiating Political Agent of the 3rd Class, to be a Political Agent of the 3rd Class, substantive *pro tempore.*

Lieutenant F. G. Beville, Indian Staff Corps, Officiating Political Assistant of the 1st Class, to be a Political Assistant of the 1st Class, substantive *pro tempore.*

Consequent on the return from privilege leave of Lieutenant H. L. Showers, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, and with effect from the 29th June, 1892:

Lieutenant H. B. Peacock, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class.

Consequent on the transfer to foreign service of Captain F. E. Younghusband, C.I.E., 1st (King's) Dragoon Guards, Officiating Political Assistant of the 1st Class, and with effect from the 12th July, 1892:

Lieutenant S. F. Bayley, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant H. B. Peacock, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the replacement at the disposal of the Military Department of the services of Captain R. H. Jennings, R.E., Officiating Political Assistant of the 1st Class, and with effect from the 4th August, 1892:

Captain S. H. Godfrey, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant A. F. Bruce, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the grant of privilege leave to Lieutenant-Colonel J. H. Newill, Indian Staff Corps, Officiating Political Agent of the 1st Class, and with effect from the 11th August, 1892:

Mr. G. R. Irwin, Indian Civil Service, Political Agent of the 2nd Class, to officiate as a Political Agent of the 1st Class.

Captain C. Herbert, Indian Staff Corps, Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Captain M. A. Tighe, Indian Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Captain C. A. Kemball, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant C. F. Minchin, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the grant of privilege leave to Colonel F. A. Wilson, Indian Staff Corps, Political Agent of the 1st Class, and with effect from the 19th August 1892:

Major H. M. Temple, Indian Staff Corps, Political Agent of the 2nd Class, to officiate as a Political Agent of the 1st Class.

Captain A. F. DeLaessoe, C.M G, C I.E., Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Consequent on the promotion of Captain W. H. M. Stewart, Indian Staff Corps, Political Assistant of the 3rd (Officiating 1st) Class, to be a substantive Political Assistant of the 1st Class, on augmentation, and with effect from the 25th August, 1892:

Lieutenant P. T. A. Spence, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant C. E. Ross, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Captain C. A. Kemball, Indian Staff Corps, to be a substantive Political Assistant of the 3rd Class, but to continue to officiate as a Political Assistant of the 1st Class.

Consequent on augmentation, and pending the return from foreign service of Captain F. E. Younghusband, C.I.E., 1st (King's) Dragoon Guards, Political Assistant of the 2nd Class, and with effect from the 25th August 1892:

Lieutenant A. McConaghey, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the grant of special leave to Captain W. H. M. Stewart, Indian Staff Corps, Political Assistant of the 1st Class, and with effect from the 29th August, 1892:

Lieutenant B. E M. Gurdon, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant R. B. Berkeley, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the transfer to foreign service of Lieutenant B. E. M. Gurdon, Indian Staff Corps, Officiating Political Assistant of the 1st Class, and with effect from the 18th September, 1892:

Lieutenant C. E. Ross, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant W Hudson, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the reversion from foreign service of Lieutenant J. Manners Smith, V.C., Indian Staff Corps, Political Assistant of the 1st Class, and his promotion (hereby made) to officiate as a Political Agent of the 3rd Class, and with effect from the 19th September 1892:

Lieutenant J. L. Kaye, Indian Staff Corps, reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Lieutenant C. E. Ross, Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant W. Hudson, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class.

Consequent on the grant of privilege leave to Captain M. J. Meade, Indian Staff Corps, Officiating Political Agent of the 2nd Class, and with effect from the 27th September, 1892:

Captain H. Daly, C.I.E., Indian Staff Corps, Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Lieutenant W. M. Cubitt, Indian Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Lieutenant C. E. Ross, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class.

Lieutenant W. Hudson, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the reversion from foreign service of Captain F. E. Younghusband, C.I.E, 1st (King's) Dragoon Guards, Political Assistant of the 2nd Class, and

his promotion (hereby made) to officiate as a Political Agent of the 3rd Class, and with effect from the 10th October, 1892:

Lieutenant W. M. Cubitt, Indian Staff Corps, reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Lieutenant C. E. Ross, Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant W. Hudson, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class.

Consequent on the transfer to foreign service of Lieutenant J. Manners Smith, V C., Indian Staff Corps, Officiating Political Agent of the 3rd Class, and with effect from the 11th October, 1892:

Captain L. S. Newmarch, Indian Staff Corps, Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class

Captain S. H. Godfrey, Indian Staff Corps, Officiating Political Assistant of the 1st Class, to be a Political Assistant of the 1st Class, substantive *pro tempore*.

Lieutenant W. Hudson, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to be a Political Assistant of the 3rd Class, substantive *pro tempore*.

Consequent on the return from privilege leave of Lieutenant-Colonel J. H. Newill, Indian Staff Corps, Officiating Political Agent of the 1st Class, and with effect (unless otherwise stated) from the 13th October, 1892:

Major H. M. Temple, Indian Staff Corps, reverts from Officiating Political Agent of the 1st Class to his substantive grade as a Political Agent of the 2nd Class.

Captain H. Daly, C.I E., Indian Staff Corps, reverts, from Officiating Political Agent of the 2nd Class to his substantive grade as a Political Agent of the 3rd Class.

Captain M. A. Tighe, Indian Staff Corps, reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Lieutenant P. T. A. Spence, Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant R. B. Berkeley, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class, with effect from the 11th October 1892.

Consequent on the return from privilege leave of Colonel F. A. Wilson, Indian Staff Corps, Political Agent of the 1st Class, and with effect from the 20th October, 1892:

Mr. G. R. Irwin, Indian Civil Service, reverts from Officiating Political Agent of the 1st Class to his substantive grade as a Political Agent of the 2nd Class.

Captain A F. DeLaesssoe, C.M.G., C.I.E., reverts from Officiating Political Agent of the 2nd Class to his substantive grade as a Political Agent of the 3rd Class.

Captain F. E. Younghusband, C.I.E., 1st (King's) Dragoon Guards, reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Captain C. A. Kemball, Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant A. McConaghey, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class.

Consequent on the appointment of Mr. J. A. Crawford, Indian Civil Service, to officiate as a Political Agent of the 1st Class, and with effect from the 20th October, 1892:

Lieutenant-Colonel J. H. Newill, Indian Staff Corps, reverts from Officiating Political Agent of the 1st Class to his substantive grade as a Political Agent of the 2nd Class.

Captain C. Herbert, Indian Staff Corps, reverts from Officiating Political Agent of the 2nd Class to his substantive grade as a Political Agent of the 3rd Class.

Captain F. W. P. Macdonald, Indian Staff Corps reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Lieutenant S. F. Bayley, Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant C. F Minchin, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Political Assistant of the 3rd Class, substantive *pro tempore.*

Lieutenant W Hudson, Indian Staff Corps, reverts from Political Assistant of the 3rd Class, substantive *pro tempore*, to Officiating Political Assistant of the 3rd Class.

Consequent on the return from privilege leave of Captain M. J. Meade, Indian Staff Corps, Officiating Political Agent of the 2nd Class, and with effect from the 21st October, 1892:

Major G. Gaisford, Indian Staff Corps, reverts from Officiating Political Agent of the 2nd Class to his substantive grade as a Political Agent of the 3rd Class.

Lieutenant C. H. Pritchard, Indian Staff Corps, reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Lieutenant J. L. Kaye, Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant A. F. Bruce, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class.

Consequent on the appointment of Lieutenant-Colonel J. H. Newill, Indian Staff Corps, Political Agent of the 2nd Class, to officiate as an Additional Political Agent of the 1st Class, and as Political Agent in Jhallawar, and with effect from the 27th October, 1892:

Major G. Gaisford Indian Staff Corps, Political Agent of the 3rd Class, to officiate as a Political Agent of the 2nd Class.

Lieutenant C. H. Pritchard, Indian Staff Corps, Officiating Political Assistant of the 1st Class, to officiate as a Political Agent of the 3rd Class.

Lieutenant J. L. Kaye, Indian Staff Corps, Officiating Political Assistant of the 2nd Class, to officiate as a Political Assistant of the 1st Class

Lieutenant A. F. Bruce, Indian Staff Corps, Officiating Political Assistant of the 3rd Class, to officiate as a Political Assistant of the 2nd Class.

Consequent on the reversion of Major A. P. Thornton, Indian Staff Corps, to his substantive grade as a Political Agent of the 2nd Class, and with effect from the 5th November, 1892:

Major G Gaisford, Indian Staff Corps, reverts from Officiating Political Agent of the 2nd Class to his substantive grade as a Political Agent of the 3rd Class.

Lieutenant C. H Pritchard, Indian Staff Corps, reverts from Officiating Political Agent of the 3rd Class to Officiating Political Assistant of the 1st Class.

Lieutenant J. L. Kaye Indian Staff Corps, reverts from Officiating Political Assistant of the 1st Class to Officiating Political Assistant of the 2nd Class.

Lieutenant A. F. Bruce, Indian Staff Corps, reverts from Officiating Political Assistant of the 2nd Class to Officiating Political Assistant of the 3rd Class.

W. J CUNINGHAM,

Depy Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

SEPARATE REVENUE.

STAMPS.

NON-JUDICIAL.

EXEMPTIONS AND REDUCTIONS, ETC.

Calcutta, the 29th November, 1892.

No. 4760-S.R.—In exercise of the powers conferred by section 8 of the Indian Stamp Act (I of 1879), the Governor-General in Council is pleased to remit the duties payable on the agreements and security bonds required to be executed, under the Rules to regulate appointments and promotions in the Provincial Forest Service, by students and their sureties previous to entry into the Forest School, Dehra Dun.

LEAVE AND APPOINTMENTS.

The 30th November, 1892.

No. 4807-P.—The following promotions and reversions of officers of the Account Depart-

ment during the month of October, 1892, are notified.—

With effect from the 10th October, 1892—

Mr. J. C. E. Branson to officiate in class III, instead of in class II, of Accountants General,

Mr. G. H. R. Hart to officiate in class I of the Enrolled List, instead of in class III of Accountants General, and

Mr. C. J. Rivett-Carnac to officiate in class II, instead of in class I,

Mr. H S. Groves to revert to class III,

Mr. F J Atkinson to officiate in class III, instead of in class II,

Mr. A. H. Anthony to revert to class IV,

Mr M. A Hydari to officiate in class V, instead of in class IV, and

Mr. U. L Majumdar to officiate in class VI, instead of in class V, of the Enrolled List.

With effect from the 13th October, 1892—

Mr H. Oung to revert to class IV,

Mr. G C. Ray to officiate in class V instead of in class IV, and

Mr F. D. Gordon to officiate in class VI, instead of in class V, of the Enrolled List.

With effect from the 21st October, 1892—

Mr. G. C. Ray to officiate in class IV, and

Mr. F. D Gordon to officiate in class V, of the Enrolled List.

With effect from the 29th October, 1892—

Mr. C. J. Rivett-Carnac to officiate in class I,

Mr. H. S. Groves to officiate in class II,

Mr. H. Oung to officiate in class III, and

Mr. M. A. Hydari to officiate in class IV, of the Enrolled List.

With effect from the 31st October, 1892—

Mr. A. H Anthony to officiate in class III, and

Mr. A. Newmarch to officiate in class IV, of the Enrolled List.

The 2nd December, 1892.

No. 4814-P—The services of Mr R. M. Dane, Officiating Commissioner, Northern India Salt Revenue, are replaced at the disposal of the Government of the Punjab, with effect from the 24th November, 1892.

No. 4823-P.—The privilege leave for one month granted to Mr. G Barton Groves, 1st Assistant Director General of the Post Office of India, in Notification of this Department, No 4223 P., dated 14th October, 1892, is extended by five days.

No. 4824-P—The services of Major B Scott, C.I.E, R.E., Officiating Mint Master, Bombay, are replaced at the disposal of the Government of India, Public Works Department, with effect from the 26th November, 1892.

The 2nd December, 1892

No. 4834-P.

READ—

Despatch from Her Majesty's Secretary of State for India, No. 204 Financial, dated 20th October, 1892, and enclosure.

ORDERED, that this Despatch and enclosure be published in the *Gazette of India* for general information.

INDIA OFFICE,

London, 20th October, 1892.

FINANCIAL,

No. 204.

To His Excellency The Most Honourable The Governor-General of India in Council.

MY LORD MARQUIS,

Monthly payment of absentee allowances and pensions of Civil Military, and other officers

It was recently decided that the practice of making monthly, instead of quarterly, payments of the furlough pay and pensions of Civil and Military officers, and members of the Ecclesiastical, Marine, and Pilot Establishments should be adopted generally at the Home Treasury; and arrangements have now been made to carry out that decision.

2. I enclose a memorandum* by the Accountant-General at this Office, showing the details of the arrangements in question; and I request that you will take the necessary measures for making the change of system generally known.

* Dated 22nd September, 1892

I have the honour to be,

MY LORD MARQUIS,

Your Lordship's most obedient humble Servant,

(Signed) KIMBERLEY.

ENCLOSURE

Memorandum by the Accountant General, India Office, dated 22nd September, 1892

I have to request that you will be good enough to inform the authorities in India that the furlough pay and pensions of all Civil and Military officers, and of members of the Ecclesiastical, Marine, and Pilot establishments, will henceforth be issued at the Home Treasury monthly in arrear

The quarterly dates to which Military (including that of military officers in civil employ), Medical (including annuities), Ecclesiastical, and Marine pay, pension, etc., will be made up, will, for the future, be 15th February, 15th May, 15th August, and 15th November; whilst the quarterly dates to which civil pay, annuities, and pensions will be made up will be 15th January, 15th April, 15th July, and 15th October, respectively. Payment will in each case be made on or after the day following.

Advances (omitting shillings and pence) of one-third, approximately of the net quarterly amount will be payable on the 16th of the first and second month of each quarter, and the balance of the three months, less Income Tax and other deductions (if any), on the quarterly dates on which the pay will in future be payable as specified above.

THOS. W. KEITH,

Accountant General

STEPHEN JACOB,

Offg Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 2nd December, 1892.

APPOINTMENTS.

DISTRICT STAFF.

No. 1113.—Colonel B. Blood, C.B., Royal Engineers, Commandant, Bengal Sappers and Miners, to officiate in command of a district of the second class, with the temporary rank of Brigadier-General, *vice* Brigadier-General G. deC. Morton, appointed officiating Adjutant General in India. Dated 14th November, 1892.

MEDICAL DEPARTMENT.

No. 1114.—Surgeon Colonel R. P. Ferguson, Medical Staff, is brought on the Administrative Medical Staff of the Army, *vice* Surgeon-Colonel T. Rudd, M.D., transferred to the home establishment. Dated 27th October, 1892.

No. 1115.—Surgeon-Colonel C. H. Y. Godwin, Medical Staff, is brought on the Administrative Medical Staff of the Army, *vice* Surgeon-Colonel F. W. Wade, transferred to the home establishment. Dated 7th November, 1892.

No. 1116.—The undermentioned Surgeon-Lieutenants of the Indian Medical Service, appointed to the Bengal Establishment in G. G. O. No. 910 of 1892, reported their arrival at Bombay on the dates specified :—

C. G. Robson-Scott, 1st November, 1892.
H. M. Earle, 31st October, 1892.

ORDNANCE DEPARTMENT.

No. 1117.—Lieutenant-Colonel C. A. Empson, Royal Artillery, Ordnance Officer, 2nd class (officiating 1st class), to be Ordnance Officer, 1st class;

Captain C. C. Townsend, Royal Artillery, Ordnance Officer, 3rd class, to be Ordnance Officer, 2nd class;

Captain R. C. O. Stuart, Royal Artillery, Ordnance Officer, 4th class, and Assistant to the Inspector-General of Ordnance, Bombay Circle, to be Ordnance Officer, 3rd class, *seconded*;

Captain M. Walker, Royal Artillery, Ordnance Officer, 4th class (officiating 3rd class), to be Ordnance Officer, 3rd class;

Captain St. J. A. D. Muter, Royal Artillery, officiating Ordnance Officer, 4th class, is confirmed in that class ;
with effect from the 27th October, 1892, *vice* Lieutenant Colonel E. Wighton, Royal Artillery, Ordnance Officer, 1st class, reverted to regimental duty.

STAFF CORPS.

No. 1118.—Lieutenant Leslie John Germaine Lavie, North Staffordshire Regiment, Officiating Wing Officer, 17th Regiment of Madras Infantry, is admitted to the Indian Staff Corps from the 10th April, 1891, subject to confirmation by the Secretary of State for India.

No. 1119.—The undermentioned officers having completed eighteen months' probationary service, are admitted to the Indian Staff Corps, with effect from the dates specified, subject to confirmation by the Secretary of State for India :—

Lieutenants—

Piercy Greig, South Staffordshire Regiment, Wing Officer, 27th Regiment of Madras Infantry,—18th April, 1891
Charles Levenax Haldane, West Yorkshire Regiment, Wing Officer, 8th Regiment of Madras Infantry,—21st April, 1891.
Frederick Hugh Hiddingh Jeffcoat, Bedfordshire Regiment, Wing Officer, 7th Regiment of Madras Infantry,—22nd April 1891.

FURLOUGH AND LEAVE.

No. 1120.—The undermentioned officer is granted furlough out of India :—

Captain H. T. Brown, Indian Staff Corps, Deputy Assistant Commissary General, 1st class, (p. a.) for two years, under rule I of the regulations of 1875.

No. 1121.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps; the specified period to count from the date of being struck off duty :—

Lieutenant Colonel H. Howell, Indian Staff Corps, Wing Commander and 2nd-in-Command, 1st Punjab Infantry, till 16th November, 1893. Pension service—32nd year commenced 16th November, 1892.

Major S. H. P. Graves, Indian Staff Corps, Commandant, 40th Bengal Infantry, for one year. Pension service—21st year commenced 26th November, 1892.

Major E. Glennie, Royal Engineers, Executive Engineer, 2nd grade, Military Works Department, for one year. Pension service—22nd year commenced 2nd August, 1892.

Lieutenant W. E. A. Blakeney, Indian Staff Corps, Squadron Officer, 3rd Bengal Cavalry, for one year. Pension service—11th year commenced 10th May, 1892.

Lieutenant C. H. R. Coles, Indian Staff Corps, Wing Officer, 37th Bengal Infantry, for one year. Pension service—8th year commenced 7th February, 1892.

No. 1122.—Lieutenant A. Andrew, Indian Staff Corps, Squadron Officer, 1st Lancers, Hyderabad Contingent, is granted an extension of leave out of India, (m. c.) for three months.

No. 1123.—The undermentioned warrant officers are granted leave to proceed out of India on medical certificate under article 920-F., Army Regulations, India, vol. I, Part I; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India :—

Sub Conductor E. J. Ryan, Commissariat-Transport Department, for one year.
First grade Assistant Apothecary R. J. Lewis, for six months.

PROMOTIONS.

No. 1124.—In G. G. O. No. 1075 of 1892, Major S. E. Rolland, Indian Staff Corps, should have been described as Major and Brevet Lieutenant-Colonel.

SUBORDINATE MEDICAL DEPARTMENT.

No. 1125.—Sub-Assistant Apothecary Robert Arthur Whitly Walker to be second grade Assistant Apothecary from the 19th September, 1892, *vice* second grade Assistant Apothecary T. J. E. Murphy, retired.

No 1126.—Sub-Assistant Apothecary William Christopher Montague Charters to be second grade Assistant Apothecary from the 7th October, 1892, *vice* first grade Assistant Apothecary P E McMurray, deceased

No. 1127—Sub-Assistant Apothecary Henry Mansfield to be second grade Assistant Apothecary from the 21st October, 1892, *vice* first grade Assistant Apothecary R. Nugent, dismissed

NATIVE ARMY

9th Bengal Lancers

No. 1128—Risaldar Mirza Ghulam Ahmad Khan to be Risaldar-Major, Ressaidar Sher Singh (2nd) to be Risaldar, Jemadar Kesar Singh to be Ressaidar, and Kot Dafadar Jaswant Singh to be Jemadar, *vice* Hira Singh, *Sardar Bahadur*, transferred to the pension establishment, with effect from the 8th November, 1892.

Ressaidar and Woordie-Major Sher Singh (1st) to be Risaldar, Jemadar Nadir Khan to be Ressaidar and Woordie-Major, and Kot Dafadar Sarwar Khan to be Jemadar, *vice* Mana Singh, transferred to the pension establishment, with effect from the 1st November, 1892

PUNJAB FRONTIER FORCE.

5th Punjab Cavalry

No 1129—Kot-Dafadar Bishn Singh to be Jemadar, *vice* Partab Singh, deceased, with effect from the 9th October, 1892.

4th Punjab Infantry

No 1130—Jemadar Lakha Singh to be Subadar and Havildar Bishn Singh to be Jemadar, *vice* Jiwan Singh, *Sardar Bahadur*, transferred to the pension establishment, with effect from the 1st November, 1892.

RETIREMENTS.

No. 1131.—The retirement from the service of Lieutenant-Colonel T J Bailey, notified in G G. O. No. 861 of 1892, has effect from the 26th September, 1892

No. 1132—Surgeon-Lieutenant-Colonel Charles Cameron, Indian Medical Service, Bengal Establishment, is permitted to retire from the service, with effect from the 21st September, 1892, subject to Her Majesty's approval.

REWARDS.

GOOD CONDUCT MEDALS

No. 1133.—The undermentioned non-commissioned officers of the Bombay Army are granted medals inscribed "For Meritorious Service," with annuity, under the provisions of clause 115, India Army Circulars, 1888:—

No. 248, Color-Havildar Ittu Parab, 23rd (2nd Battalion Rifle Regiment) Bombay Infantry *vice* Havildar-Major Isrâm Sâwant, pensioned.

No 1046, Farrier Major Shamsher Khan, 3rd (Queen's Own) Light Cavalry, *vice* Dafadar Partab Singh, pensioned.

VOLUNTEER CORPS.

PROMOTIONS

No 1134—*1st Battalion, Calcutta Volunteer Rifle Corps*—

Lieutenant George Campbell Maconchy to be Captain, *vice* Downing, resigned

No 1135—*Dacca Volunteer Rifle Corps*—

Mr Nicholas David to be Second-Lieutenant, with effect from the 1st October 1892, *vice* La Touche, transferred to the supernumerary list

RESIGNATIONS

No 1136—*1st Battalion, Calcutta Volunteer Rifle Corps*—

Captain J G Downing (Indian Staff Corps) resigns his commission

No **1137**.—*2nd (or Cadet) Battalion, Calcutta Volunteer Rifle Corps*—

Second-Lieutenant F Greene resigns his commission

No 1138—*Dacca Volunteer Rifle Corps*—

Lieutenant D Easton resigns his commission

No 1139—*Presidency Volunteer Rifle Battalion*—

Captain W H Clark resigns his commission, with effect from the 24th October, 1892

MARINE DEPARTMENT.

FURLOUGH AND LEAVE.

No 61—The undermentioned officer is granted leave to proceed out of India on private affairs under the leave rules contained in Marine circular No 7, dated the 26th April, 1892, the specified period to count from the date of being struck off duty —

Mr W. G K Mathews, Engineer, Royal Indian Marine, for one year.

No 62—The undermentioned officer is granted leave in India on private affairs, under the leave rules contained in Marine circular No. 7, dated the 26th April, 1892, the specified period to count from the date of being struck off duty:—

Sub-Lieutenant C J. P. Carey, Royal Indian Marine, for one year

E H. H. COLLEN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 2nd December, 1892.

Under clause 25 of the Regulations appended to the Regimental Debts Act of 1863, it is notified that a report of the death of the under-mentioned warrant officer, on the date specified, was received in the Military Department between the 26th November and the 2nd December 1892 —

Corps.	Rank and Name.	Date of decease.	Place of decease	Testate or intestate.	REMARKS.
Subordinate Medical Department	Assistant Apothecary I Cameron	25th October, 189	Meerut		

Erratum —In Military Department Notification, dated the 11th November, 189-, the date of death of Lieutenant J. W. FitzGerald should be "the 20th October, 1892".

E H H COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 28th November, 1892

No. 418.—The undermentioned officers are transferred from the establishment under the Chief Commissioner, Burma, to that under the Director-General of Railways, for employment on the Mandalay-Kunlon Railway Survey:—

Mr A R Lilley, Executive Engineer, 2nd grade.

Mr J. W. Parry, Executive Engineer, 4th grade, sub *pro tem*

No. 419—Mr G. T. St A Nixon, Assistant Engineer, 1st grade, is transferred from the establishment under the Chief Commissioner, Burma, to that under the Director-General of Railways, for employment on the Mandalay-Kunlon Railway Survey

The 30th November, 1892

No. 420.—Mr. R T. Mathews, Apprentice Engineer, State Railways, is promoted to Assistant Engineer, 3rd grade, with effect from the 1st November, 1892.

The 1st December, 1892

No. 421.—Mr. E. T. Faulkner Assistant Engineer, 1st grade, State Railways, is, on return from leave, posted to the establishment under the Director-General of Railways, for employment on the Chittagong-Akyab-Minhla Railway Survey.

No. 422.—Mr. A W U Pope, Class II, grade 3, of the Superior Revenue Establishment of State Railways, Traffic Department, is transferred from the establishment under the Director-General of Railways to that under the Government of Madras

No 423 In continuation of Government of India Notification No 209 dated 25th August, 1891, it is hereby notified, for information, that the Right Honourable the Secretary of State for India has, in Despatch No 103 (Railway), dated 27th October, 1892, accorded sanction to an estimate amounting to Rx1,18,20,117, of the cost of the Upper Section of the Mari-Attock Railway, from Roumia Junction to New Pind Sultani and from Langar southwards to mile 74

The 2nd December, 1892

No 424—Mr S K L Yeats, Examiner of Accounts attached to the Office of the Examiner of Accounts North-Western Railway, is transferred, as a temporary arrangement, to the Office of the Accountant General, Public Works Department

No. 425—With reference to Foreign Department Notification No 4337-I of the 24th November, 1892, the services of Mr E J Moore Superintending Engineer, 3rd class, State Railways are lent to the Assam-Bengal Railway Company, Limited, with effect from the 27th October, 1892

No. 426—Mr F W Vyall, Executive Engineer, 4th grade, temporary rank, Burma reverted to his substantive rank of Assistant Engineer, 1st grade, with effect from the afternoon of the 7th November, 1892.

No. 428.—It is hereby notified for information that the Right Honourable the Secretary of State for India has, in Despatch No 102 (Railway), dated 27th October, 1892, accorded sanction to an estimate, amounting to Rx4,00,833, of the cost of constructing the Palanpur-Deesa Railway

TELEGRAPH.

The 2nd December, 1892.

No. 427.—In exercise of the powers conferred by section 4, sub-section (1), of the Electricity Act (XIII of 1887), the Governor-General in Council is hereby pleased to extend to Upper Burma the rules made under the said Act by Public Works Department Notification No. 134 Tel., dated the 3rd May 1889.

II. The Notification and rules above referred to are hereby republished for general information.

Notification No. 134 Telegraph, dated Simla, the 3rd May 1889.—In exercise of the powers conferred by section 4, sub-section (1), of the Electricity Act, 1887, the Governor-General in Council is pleased to make the following rules :—

General.

1. In these rules, unless the context otherwise requires,—

(1) expressions used in the Indian Telegraph Act, 1885, and the Electricity Act, 1887, have the same meanings as in those Acts :

(2) "electric supply line" means a wire or wires, conductor, or other means used for the purpose of conveying, transmitting or distributing electricity for light or power, with any casing, coating, covering, tube, pipe, or insulator enclosing, surrounding or supporting the same or any part thereof, or any apparatus connected therewith for the purpose of conveying, transmitting or distributing electricity or electric currents for light or power :

(3) "main" means a conductor used to convey electricity from the source of supply to the point or points where it is distributed for use :

(4) "lead" means a conductor used to distribute electricity from the mains to the various appliances in which it is to be used :

(5) "switch" means any appliance for permitting, arresting or changing the flow of electricity in conductors :

(6) "commutator" means any appliance for regulating or diverting the flow, or for altering the direction, of electricity in conductors :

(7) "cut-out" means any appliance for confining the flow of electricity to conductors capable of safely carrying it when its amount rises accidentally above the normal :

(8) "transformer" means any appliance by means of which electricity of high potential is converted to electricity of lower potential, or *vice versâ.*

Rules for the protection of person and property from injury by reason of contact with, or the proximity of, appliances or apparatus used in the generation or supply of electricity.

2. Whenever notice has been given under section 3 of the Electricity Act, XIII of 1887, of an intention of any person to undertake the business of supplying electricity or to use electricity for a public purpose or in a public place or such other place as is referred to in clause (*b*) of that section, the District Magistrate or Commissioner of Police receiving such notice shall forthwith report the circumstance to the Local Government, who may thereupon authorise an officer, either by name or in virtue of his office, to enter, inspect and examine any place, carriage or vessel in which the officer has reason to believe any appliances or apparatus used in the generation or supply of electricity are, and any building or place to and in which electricity is to be supplied and used.

3. The Local Government shall, if necessary, instruct the District Magistrate, or, in a Presidency-town, the Commissioner of Police, as to the roads or public places in which overhead electric supply lines are not to be allowed, and the persons undertaking the supply of electricity or using the same shall attend to any orders of these officers in this respect.

4. The person or persons who intend to undertake the business of supplying electricity, or intend to use the same for the purpose or in a place indicated in Rule 1, shall provide all means for testing the appliances or apparatus used in the generation or the supply and use of electricity.

5. Conductors must have a sectional area and conductivity so proportioned to the work they have to do that if double the current proposed is sent through them; the temperature of such conductors shall not exceed 150° Fahrenheit.

6. The conductors or their casings must be placed in sight as far as possible; and they must always be as accessible as circumstances will permit.

7. Within buildings the conductors must all be insulated; and this rule applies equally to all conductors and parts of fittings which may have to be handled.

8. Whatever insulating material is employed, it must not soften until a temperature of 170° F. has been reached, and in all cases the material must be damp-proof.

9. When leads pass through roofs, floors, walls or partitions, and where they cross, or are liable to touch metallic substances, such as bell-wires, iron girders or pipes, they must be thoroughly protected by suitable additional covering; and where they are liable to abrasion from any cause, or to the depredations of rats or mice, they must be encased in some suitable hard material.

10. In the case of portable fittings with which flexible leads are used, special precautions must be taken.

11. Conductors must be kept as far apart as circumstances will permit, the spacing between them being governed by their potential difference.

12. When conductors are carried in very inflammable structures, precautions must be taken to isolate them therefrom.

13. Conductors which are protected on the outside by lead or metallic armour of any kind require the greatest care in fixing on account of the large conducting surface which would become connected to the core in the event of metallic contact between them.

14. In cases where conductors pass into a building, from one building to another, or from one room to another, precautions must be taken to prevent the possibility of fire or water passing along the course of the conductors.

15. All joints must be mechanically and electrically perfect, to prevent heat being generated at these points. When soldering fluids are used in making joints, the latter must be carefully washed and dried before insulation is applied.

16 Under all circumstances complete metallic circuits must be employed. Gas and water-pipes must never form part of the circuit, as their joints are rarely electrically good, and therefore become a source of danger.

17. Overhead conductors, whether passing over or attached to buildings, must be insulated at their points of support. Precautions must be taken to obviate all risk of short circuiting where they are likely to touch a building or other overhead conductors and wires, either by their own falling or being fallen upon by other conductors.

18 In the case of overhead wires, every main conductor must have a lightning protector at each point where it enters or branches into a building

19. Metal fastenings for fixing conductors must be avoided.

20. The insulation of a system of distribution must be such that the greatest leakage from any conductor to earth (and in case of parallel working from one conductor to the other, when all branches are switched on, but the lamps, motors, etc., removed) does not exceed one-five-thousandth part of the total current intended for the supply of the said lamps, motors, etc., the test being made at the usual working electromotive force.

21. It is desirable as a means for the prevention of accidents for the positive lead to be coloured differently to the negative, or made otherwise distinguishable.

22. Every switch or commutator must be of such construction as to comply with the following condition, namely, that, when the handle is moved or turned to and from the positions of "on" and "off," it is impossible for it to remain in any intermediate position or to permit of a permanent are or heating.

23. The handle of every switch must be completely insulated from the circuit.

24. The main switches of a building must be placed as near as possible to the point of entrance of the conductors, or to the generators of the current if they are within the building itself. Switches must be provided on both leads.

25. Switch boards must bear clear instructions for their use by the inexperienced.

26. Switches, commutators, resistances, bare connections, lamps, etc., must be mounted on incumbustible bases. Cut-outs mounted on bases of wood rendered uninflammable are admissible. Vulcanite bases are undesirble in damp situations. The cracking of porcelain and earthenware fittings is a source of danger which can be avoided by precautions in fixing

27. All circuits must be protected with cut-outs; and all leads from the mains or small conductors from larger ones must be fitted with cut-outs at their branching points.

28. Where fusible cut-outs are used, the section must so be situated within its frame that the fused metal cannot fall where it may cause a "short circuit" or an ignition.

29. For all main conductors a cut-out must be provided for both the "flow" and "return," and the two fusible sections must not be in the same compartment.

30. The flexible leads of portable fittings must in all cases be protected by cut-outs at their fixed points of connection.

31. Arc lamps must always be guarded by lanterns or netted globes, so as to prevent danger from ascending sparks and from falling glass and incandescent pieces of carbon.

32. All parts of the lamps and lanterns which are liable to be handled (except by the persons employed to trim them) must be insulated.

33. The armatures and field-magnet coils of dynamo-machines must be thoroughly insulated. Dynamo-machines must always be fixed in dry places; and they must not be exposed to dust flyings or other industrial waste products carried in suspension in the air. They must not be permitted in the working rooms of mills, where the liability to such dangers exists, or where any inflammable manufactures are carried on, or inflammable materials are stored.

34. Motors must be subject to the same conditions; but when it is necessary to use them in positions such as those referred to, they must be securely cased in, such cases having a non-combustible lining.

35. Both primary and secondary batteries must be placed and used under the same precautions as prescribed for dynamo-machines and the room in which they are placed must be well ventilated. The batteries themselves must be well insulated.

36 When transformers are used to transform either direct or alternating currents of high electromotive force, that is, from or to an electromotive force of, say, 200 volts, they, together with their switches and cut-outs, must be placed in a fire and moisture proof structure, preferably outside the building for which they are

required. No part of such apparatus must be accessible, except to the person in charge of their maintenance.

37. In all cases conductors conveying currents of high electromotive force inside buildings must be specially and exceptionally insulated cased in, the casing made fire-proof.

38. The positive and negative terminals connected to such conductors must not be permitted to be nearer each other than 12 inches.

39. Transformers which, under normal conditions of load, heat above 150° Fahrenheit must not be permitted to remain in use.

40. Transformers must be so constructed that under no circumstances whatever should a contact between the primary and secondary coils lead the high electromotive force into the building

41. No repairs nor alterations must be made when the current is "on."

42. Full particulars of the proposed installation must be furnished when required to the officer authorised by the Local Government under Rule 1 These particulars must include a statement of the maximum current to be sent, by means of the various conductors, the electromotive force of the current, and the nature of the current (whether direct or alternating) that is to be employed. Samples of the conductors to be used must be furnished, that their conductivity and the quality of their insulation may be ascertained. Specimens of the cut-outs, protectors and switches may be required, if considered necessary by such officer.

Rules for preventing Telegraph lines from being injuriously effected by any appliances or apparatus used in the generation or supply of electricity.

43. Any persons supplying or using electricity shall not lay down any electric supply line or do any other work for the supply or use of electricity whereby any telegraph line established by, or by license from, the Governor-General in Council is or may be injuriously affected. Before any such electric supply line is laid down, or work is done within ten yards of any part of such telegraph line other than repairs or the laying of connections with the mains where the direction of the electric supply lines so laid down crosses such telegraph line at right angles at the point of shortest distance and continues the same for a distance of six feet on each side of such point), the person or his agent shall not more than twenty eight nor less than fourteen clear days before commencing such work give written notice to the Telegraph authority, specifying the course and nature of the work, including the gauge of any electric supply lines; and the person and his agent shall conform with such reasonable requirements either general or special, as may from time to time be made by the Telegraph authority for the purpose of preventing any telegraph lines established by, or by license from, the Governor-General in Council from being injuriously affected by the said work.

44. Any difference which arises between the Telegraph authority and the person supplying or using electricity or his agent with respect to any requirements so made shall be referred to the Local Government for decision, and the orders of that Government shall be final.

45. For the purposes of the foregoing rules, a telegraph line shall be deemed to be injuriously affected by a work if telegraphic communication by means of such line is, whether through induction or otherwise, in any manner affected by such work, or by any use made of such work.

46. Electric supply lines must throughout their entire lengths and in all localities be so constructed as to avoid contact with telegraph lines, and if carried overhead, must be so placed as to enable telegraph lines at any future time to be carried in any street on posts of 24 feet in height without contact with or interference from such electric supply lines.

47. Only one side of any street must be occupied by electric supply lines.

48. At all street crossings the minimum headway of electric supply lines must be 30 feet.

49. The provisions of Rules 5 and 6 may be relaxed in certain localities where it is not intended immediately to construct telegraph lines for, or by license from, the Governor General in Council, on condition that the person or persons erecting the electric supply lines give a general undertaking to the Telegraph authority to comply with these rules within fourteen days from the time when notice may be given that telegraph lines are to be constructed in such localities.

F. L. O'CALLAGHAN,

Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 3, 1892

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 30th November 1892.

NOTIFICATIONS.

No. 3233 P.—APPLICATIONS in respect of the under-mentioned inventions have been filed, during the week ending the 26th November 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 295 of 1892.—Willford Arthur Peleguin Cosserat, Foreman, Bengal-Nagpur Railway Workshops, Nagpur, for improved joints or couplings for articles made of bamboo, canes and the like.

No 296 of 1892.—John Joseph Harrison, Designer and Draughtsman, of 83, New Oxford Street, in the County of Middlesex, in the Kingdom of England, for improvements in and connected with receptacles for matches and other articles and for exhibiting advertisements, photographs, or the like.

No. 297 of 1892.—Louis Teweles and Thomas Arthur Robinson, Mechanical Engineers, of Dale Mill, Paterson, in the County of Passaic and State of New Jersey, United States, America, for improvements in looms for weaving two widths of fabric simultaneously.

No. 298 of 1892.—Jessop & Co. and Geo. Roddick, for controlling pumps and other Direct Acting Motors to be called the "Phœnix Positive Action Valve Gear."

No. 299 of 1892.—John Bridges Lee, M.A., Barrister-at-law, of Lahore, Punjab, India, for an improved method for separating surplus liquor from Indigo during Indigo Manufacture.

No. 300 of 1892.—Samuel Cleland Davidson, of Sirocco Works, Belfast, Ireland, Merchant, for improvements in air-heating stoves.

No. 301 of 1892—Samuel H. Brown, Metal Worker, and Michael McBarron, Merchant, both of the City of Boston, in the County of Suffolk and State of Massachusetts, one of the United States of America, for a Process of Annealing Metals.

No 302 of 1892.—Lionel Maynard Torin, Tea Grower, of Aldourie Estate, Agra-Patna, Ceylon, but now residing at London, England, for an improved method of and means for the drying of the leaves of tea and other plants.

No. 3234 P.—SPECIFICATIONS of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under

the Inventions and Designs Act, 1888. Copies havebeen sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 107 of 1890.—Kenneth Thomas Sutherland, Chemical Manufacturer, 39, Pritchard Street, Chorlton-upon-Medlork, Manchester, County of Lancaster, England, and George Esdaile, Civil Engineer, the Old Rectory Platt Lane, Rusholme, Manchester, in the County of Lancaster, England, for improvements in the treatment of fibres and fibrous materials made of China grass, flax, hemp, and such like fibres, by which means such can be more easily cleansed and bleached. (Filed 30th March 1892.)

No 183 of 1892.—Elizabeth Phillips, Furrier, of No. 4, Upper Bedford Place, Russell Square, in the County of Middlesex, England, for improvements in bed pans, commodes, and other like articles. (Filed 18th November 1892.)

No. 213 of 1892.—The Edison United Phonograph Company, Limited, of New Jersey, United States of America, for improvements in phonographs. (Filed 23rd November 1892.)

No. 85 of 1892.—*Erratum.*—In Notification No. 2316 P., dated the 25th August 1892, of specifications filed, published in Part II of the *Gazette of India* of the 27th idem, for "No. 85 of 1882" read "No. 85 of 1892".

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 29th November, 1892.

LIABILITIES	R	a.	p	R	a.	p
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office	82,75,830	0	3	1,43,69,697	8	0
Public Deposits at Branches	60,93,867	7	9			
Other Deposits at Head Office and Branches				6,25,84,025	1	7
Bank Post Bills, etc				2,20,853	9	6
Sundries				32,55,737	11	0
RUPEES				10,52,30,313	14	1

ASSETS.	R	a.	p.	R	a.	p.
Government Securities				74,40,200	0	0
Other authorized Investments				65,29,087	4	0
Loans on Government and other authorized Securities				73,10,531	15	11
Accounts of Credit on Government and other authorized Securities				80,65,319	4	2
Bills discounted and purchased				2,33,00,924	13	1
Balances with other Banks				6,97,443	13	9
Bullion				2,95,799	12	7
Dead Stock				12,35,707	9	11
Stamps				10,077	4	1
Sundries				17,27,153	6	2
				5,71,24,905	3	8
Cash and Currency Notes at Head Office	1,95,91,246	4	1	4,81,05,408	10	5
Cash and Currency Notes at Branches	2,85,14,162	6	4			
RUPEES				10,52,30,313	14	1

BANK OF BENGAL,
Calcutta, the 1st December, 1892.

E. J. BIRCH,
Offg. Chief Accountant.
Rate for Demand Loans 3 per cent.
Percentage 59·8.

By Order of the Directors,
W. D. CRUICKSHANK,
Secretary and Treasurer.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 30th November 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 23rd November, 1892	52,21,546	
Value of Government silver in the Mint on the same date	23,64,672	
		75,86,218
ADD—		
Silver received by the Mint during the week on account of the Currency Department	1,76,922	
Ditto ditto Government	143	
		1,77,065
		77,63,283
DEDUCT—		
New coin paid to Reserve Treasury during the week	6,00,000	
Petty items issued for miscellaneous purposes . .	.	
		6,00,000
Balance on the evening of the 30th November, 1892 .	..	71,63,283
The Balance comprises—		
Silver held in account of the Currency Department	46,82,092	
Ditto ditto Government	24,81,191	
		71,63,283
There is in addition awaiting assay—		
Bullion belonging to Private Individuals .	3,50,842	
Ditto ditto Government	. .	
		3,50,842

A. W. BAIRD, *Lieut.-Col., R.E.*,
Master of the Mint.

CALCUTTA MINT,
The 1st December, 1892.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The following changes in the Regulations of the University in Arts, Law, and Medicine have been sanctioned by the Senate and approved by His Excellency the Governor-General of India in Council:—

(*i*) In Appendix A to the Regulations the words "the Principal of an Affiliated College or" and "or by the Head Master of a High School under public management" have been omitted from the marginal note to the certificate appended to the application form for admission to the Entrance Examination, and the following foot-note has been added.—

"It shall be in the power of the Inspector to instruct a private student to attend the test-examination of a Government or other High School, instead of holding a test-examination himself, and to authorise the Head Master of such school to sign the application from the student which must afterwards be countersigned by the Inspector. No private student will be admitted to a test-examination unless accompanied for the purpose of identification by some person known to the officer conducting the test-examination."

(*ii*) The following paragraph has been added to the Regulations for the B. A. Examination of female candidates (page 48 of the University Calendar for 1892):—

"2 Every female candidate shall be allowed to take up the subjects prescribed by the University of Calcutta for the B. A Course, with the option of substituting French for the second language"

(*iii*) In paragraph 3 of the Regulations for the examination for Honours in Law, the words "three months" have been substituted for "one month"

(*iv*) The following changes have been adopted in the Regulations for the examinations in Medicine —

(*a*) The following has been substituted for paragraph 1 of the Regulations for a Licence in Medicine and Surgery.—

"An examination for a Licence in Medicine and Surgery shall be held in Calcutta, and shall commence at such times as the Syndicate shall determine, the dates to be approximately notified in the Calendar for the year. The examination shall consist of three parts, entitled respectively the Preliminary Scientific, the First and the Second Licentiate Medical Examination. The Preliminary Scientific and the First Licentiate Medical Examinations shall be held annually, the Second Licentiate Medical Examination shall be held twice a year."

(*b*) In the foot-note to paragraph 18 of the Regulations for the Licence in Medicine and Surgery (Calendar for 1892, Addenda, page XIV), the words "in other subjects, attendance at one course of lectures, as defined in paragraph 16," have been omitted, and the following words substituted in their place:—

"in Pathology, attendance at six ***post-mortem*** pathological demonstrations by a Professor of Pathology, in Medical Jurisprudence, attendance at six medico-legal ***post-mortems*** by a Professor of Medical Jurisprudence, or by a Civil Surgeon"

(*c*) After paragraph 18 of the Regulations for the Licence in Medicine and Surgery the following new paragraphs have been added.—

"19 A candidate who fails at the Second L M S. Examination shall be re-examined only in the subject or subjects in which he has failed, provided he presents himself for re-examination within one year from the date of the examination at which he failed. If he fails to present himself for re-examination within one year, he shall be re-examined in all the prescribed subjects.

"20. A candidate who fails in more than two of the four subjects, Medicine, Surgery, Midwifery, and Pathology, or in two of these subjects and in Medical Jurisprudence and Hygiene, shall not be admitted to the examination next following that at which he failed."

(*d*) The following new paragraph has been added after paragraph 15 of the Regulations for the M. B Examination —

"16. A candidate who has failed at the Second L. M. S. Examination shall not be admitted to the Second M. B. Examination till six

months have expired from the date of such failure."

The changes in the Regulations instituting half-yearly examinations in Medicine will come into effect in March, 1893, and the first re-examination under the new rules will commence on the 1st March, 1893.

W. GRIFFITHS,
Offg. Registrar.

SENATE HOUSE,
The 25th November, 1892.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The Second part of Ascham's "Schole-Master" has been omitted from the Honour Course in English for the B. A. Examinations of 1894 and 1895.

W. GRIFFITHS,
Offg. Registrar.

SENATE HOUSE,
The 2nd December, 1892.

SURVEY OF INDIA DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 25th November, 1892.

No. 948.—Mr. A. Kitchen, Sub-Assistant Superintendent, 1st grade, is granted privilege leave for nineteen days, under Article 291 of the Civil Service Regulations, with effect from the 5th December, 1892.

The 26th November, 1892.

No. 949.—Mr. F. E. Warde, Sub-Assistant Superintendent, 2nd grade, is granted leave for one month and twenty-seven days, under Article 369 of the Civil Service Regulations, with effect from the 5th September, 1892.

H. R. THUILLIER, *Colonel, R.E.,*
Surveyor-General of India.

AGENT TO THE GOVR.-GENERAL IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 24th November, 1892.

No. 7332.—The following Notifications are hereby cancelled:—

- Nos. 5995 and 5996, dated the 29th September, 1892, granting three months' privilege leave to Munshi Agha Jan Khan, Tahsildar, Upper Zhob, and appointing Lala Udhé Khan, Naib Tahsildar, to officiate as Tahsildar during his absence.

By Order,
W. STRATTON, *Captain,*
First Assistant.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 19th November, 1892.

No. 7252.—Lieutenant A. F. Bruce, I.S.C., Assistant Commissioner in Thal Chotiali and Assistant Political Agent in Loralai and Railway District, availed himself, in the forenoon of the 7th November, 1892, of the two months' privilege leave granted to him in Foreign Department Notification No. 1771-G., dated the 25th October, 1892.

By Order,
W. STRATTON, *Captain,*
First Assistant.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

Abu, the 25th November, 1892.

No. 4444-G.—Third class Hospital Assistant, No. 740, Mahomed Nazir, returned on the afternoon of the 15th November, 1892, from the leave granted him in this Office Notification No. 3481-G., dated 26th September, 1892, and is attached to the Merwara Battalion.

No. 4445-G.—First class Hospital Assistant, No. 277, Kataru Ram, attached to the Merwara Battalion, is granted sixty days' leave of absence on full pay, with effect from the 15th November, 1892.

The 26th November, 1892.

No. 4455-G.—Third class Hospital Assistant Lukhon Chunder Ghose is dismissed from the Government service, with effect from the 2nd September, 1892, for absence without leave.

By Order,
L. S. NEWMARCH, *Captain,*
First Asst. Agent to the Govr.-Genl., Rajputana.

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATION.

Abu, the 23rd November, 1892.

No. 1220—328-VII.—With reference to this Office Notification No. 1110—328-VII, dated the 24th ultimo, and the Foreign Department Notification No. 1826-G., dated the 3rd instant, Captain A. F. de Laessoe, C.M.G., C.I.E., made over, and Captain P. J. Melvill, received, charge of the office of Assistant Commissioner and Registrar of Assurances, Ajmere, on the afternoon of the 15th November, 1892.

By Order,
L. S. NEWMARCH, *Captain,*
First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara.

MILITARY WORKS DEPARTMENT.

NOTIFICATIONS.

Simla, the 23rd November, 1892.

No. 33-A.—Lieutenant G. C. Kemp, R.E., Assistant Engineer, 1st grade, passed the Departmental Standard Examination in Hindustani, prescribed in Public Works Code, Chapter II, paragraph 18, on the 3rd October, 1892.

The 24th November, 1892.

No. 34-A.—Lieutenant S. G. Rivett-Carnac, R.E., Assistant Engineer, 1st grade, passed the Departmental Standard Examination in Hindustani, prescribed in Public Works Code, Chapter II, paragraph 14, on the 17th November, 1892.

The 25th November, 1892.

No. 35-A.—Lieutenant G. T. Scott, R.E., Supernumerary Assistant Engineer, 2nd grade, attached temporarily to the Queen's Own Sappers and Miners, passed the examination for promotion to Assistant Engineer, 1st grade, prescribed in Public Works Code, Chapter II, paragraphs 12 to 14, on the 18th October, 1892.

J. DAY, *Captain, R.E.,*
for *Director-General of Military Works.*

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 1st Battalion, King's Royal Rifle Corps, dated at Rawal Pindi, this 28th day of November, 1892.

Number, Rank, and Name,—No. 5925, Private, George Henry Harris.
Age,—20 years 7 months.
Height,—5 feet 8 inches.
Colour of—
Complexion, dark; Hair, dark brown; Eyes, blue.
Trade,—Dock labourer.
Date of Enlistment,—19th September, 1890.
Place of Enlistment,—Winchester.
Parish and County in which Born,—St. Michaels, Southampton, Hants.
Date of Desertion or absence,—15th November, 1892.
Place of Desertion or absence,—Calcutta.
Marks,—Flag and number of dots on right forearm and finger; "H," arrow, and various dots on left forearm, hand, and fingers.
Under 3 years' service.

H. B. MACCALL, *Lieut.-Colonel,*
Commdg. 1st Battn., King's R. R. Corps.

Report of a Deserter or Absentee without leave, from the 1st Battalion, The Buffs' Regiment of Infantry, dated at Fort William, this 25th day of November, 1892.

Number, Rank, and Name,—No. 3896, Private John William Lewis.
Age,—19 years 1 month.
Height,—5 feet 8 inches.
Colour of—
Complexion, fresh; Hair, light brown; Eyes, grey.
Trade,—None.
Date of Enlistment,—16th May, 1892.
Place of Enlistment,—Fort William, Calcutta.
Parish and County in which Born,—Carmarthen, South Wales.
Date of Desertion or absence,—20th November, 1892.
Place of Desertion or absence,—Fort William.
Marks,—Tattooed ring and spot outside of right forearm; J. L. and heart, left forearm; dots on back of left hand; mole, back of right knee; scar, left side of forehead.
Under 1 year's service.

G. E. HARLEY, *Lieut.-Colonel,*
Commdg. 1st Battn., The Buffs.

Report of a Deserter or Absentee without leave, from the 1st Battalion, The Buffs' Regiment of Infantry, dated at Fort William, this 25th day of November, 1892.

Number, Rank, and Name,—No. —, Private Martin Donnelly.
Age,—22 years 2 months.
Height,—5 feet 6 inches.
Colour of—
Complexion, fresh; Hair, dark brown; Eyes, grey.
Trade,—Seaman.
Date of Enlistment,—6th September, 1892.
Place of Enlistment, Fort William.
Parish and County in which Born,—Queenstown, Cork.
Date of Desertion or absence,—20th November, 1892.
Place of Desertion or absence,—Fort William.
Marks,—Tattoo marks—Flags and M. D. on front of right forearm; star on back of same; flags, crown, and cross guns on left forearm. There is only one testicle in the scrotum.
Under 6 months' service.

G. E. HARLEY, *Lieut.-Colonel,*
Commdg. 1st Battn., The Buffs.

TREASURE TROVE.

NOTICE.

It is hereby notified, under Section 5 of the Indian Treasure Trove Act (VI of 1878), that on or about the 28th day of April, 1892, treasure consisting of the undermentioned articles, valued at R70, was found hidden in a vacant site adjoining the American Arcot Mission School in the village of Wallaja, in the Wallaja Taluk, North Arcot District :—

Description of property.	Value. R	a.	p.
Gold jadabillai	50	0	0
A pair of gold jumiki	20	0	0
TOTAL	70	0	0

All persons claiming the said treasure, or any part thereof, are hereby required to appear personally or by agent before the Collector of North Arcot, at his office, on the 17th day of May, 1893, in order to the matter being enquired into and determined in accordance with the provisions of the Act.

W. J. H. LEFANU,
Collector of North Arcot.

CHITTOOR,
The 21st November, 1892.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

CIVIL ENGINEERING COLLEGE, SIBPUR.

An examination for admission to the Mechanical Apprentice Department will be held at the College on Monday and Tuesday, the 9th and 10th January, 1893.

Candidates must apply in writing to the Principal not later than the 31st December, 1892, for permission to appear at the examination, enclosing a fee of R2, a certificate of good conduct, and a certificate of age. Applications unaccompanied by fee and certificates will not be considered.

For admission to this Department, candidates must be between the ages of 15 and 17 years.

The subjects of examination are —

Arithmetic	The whole
Algebra	To Simple Equations.
Euclid	Books I and II
English Grammar and Composition.	

Every applicant, before admission to the College, will be examined by the College Surgeon as to his physical strength, fitness for manual labour, and eyesight If this officer's report is unsatisfactory, the applicant will not be admitted, and his examination fee will be returned.

There will be one vacancy on the Free List for Christian apprentices in February next, and sixteen on the Reduced* Fee List.

For Natives there will be at least eighteen vacancies, possibly more, on the Reduced † Fee List. These vacancies will be filled up after the opening of the session by the Board of Visitors from those apprentices who join the College No guarantee can, therefore, be given beforehand, but forms to be filled in for the consideration of the Board can be had on application to the Principal.

Owing to want of accommodation, the number of *Hindu* apprentices to be admitted is limited. Candidates will be selected in order of merit.

* R5 per mensem.
† R2 per mensem.

J. S SLATER,
Principal, Civil Engineering College.

SIBPUR,
The November, 1892.

INSPECTOR-GENERAL, RAILWAY MAIL SERVICE.

R20 REWARD.

It is desired to ascertain the whereabouts of the undermentioned Currency Notes of the Calcutta Circle for R100 each:—

V/13 37827	V/13 37830
„ 37828	„ 37831
„ 37829	„ 37834

2. The above reward will be given in respect of each note, for the first information which will indicate, or which will result in tracing, the note to the present holder.

Apply to

W. J. HAM, *Inspector-General,*
Railway Mail Service in India Allahabad.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 29th November, 1892.

No. 10989.—Mr F. W. Tytler, Superintendent, Railway Mail Service, 3rd grade, is granted privilege leave for one month and nine days from the 2nd December 1892, or from the date on which he may avail himself of it, and the following acting appointments are made during his absence, or until further orders. -

Rai Omrao Singh, Bahadur, Superintendent, Railway Mail Service, 4th grade, to act in the 3rd grade.
Mr. C. Davis to act as Superintendent, Railway Mail Service, 4th grade.

The 29th November, 1892

No. 11082.—Mr. C H Watts, Mail Officer, 1st class, Sea Post Office, Bombay, is granted privilege leave for two months from the 1st December, 1892, or from the date on which he may avail himself of it

The 30th November, 1892.

No. 11132.—Mr. F. R Fraser, Superintendent of Post Offices, 3rd grade, Burma, is granted privilege leave for three and a half months from the 1st December, 1892, or from the date on which he may avail himself of it, and the following acting appointments are made during his absence, or until further orders —

Babu Suryya Kumar Mukerji, Superintendent of Post Offices, 4th grade, to act in the 3rd grade
Mr J. Rozario to act as Superintendent of Post Offices, 4th grade.

The 2nd December, 1892.

No. 11220.—Mr. H. Tulloch, Superintendent of Post Offices, 3rd grade, is appointed to act in the 2nd grade from the 8th November, 1892, until further orders.

No. 11222.—Babu Praphulla Chandra Banerji, Superintendent of Post Offices, 2nd grade, is granted privilege leave for one month from the 18th November, 1892, and the following acting appointments are made during his absence, or until further orders:—

Babu Suryya Kanta Mitra, Superintendent of Post Offices, 3rd grade, to act in the 2nd grade.
Mr. E A. Pereira, Superintendent of Post Offices, 4th grade, to act in the 3rd grade.
Babu Banka Bihari Ghosh to act as Superintendent of Post Offices, 4th grade.

A. U. FANSHAWE,
Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 29th November, 1892.

Alpassie, Mrs B.	Fleming, Miss A.	Rodriguez, Joseph.
Balthazar, Mrs.	Flynn, Wm.	Ruxton, Mrs C. B.
Brown, Sir J. W. (Knight of Malta).	Heathly, H.	Shircore, Mr.
Challon, J. B.	Jack, A. J.	Vepan, A. S.
Davis, H.	Pagon, A. W.	Wakefield, J.
	Phillips, Gratton.	

Letters marked "Care of Post Office."

Abbs, Cooper, Miss.
Addis, A.
Augustine, S. M.
Bentley, Mrs. Walter.
Bradley, John.
Branson, Mrs. C. E. D.
Barrington, E.
Barten, J. G.
Bell, Mrs.
Bent, Mrs. Harry.
Blakie, T.
Brewer, Thos.
Brown, Frank.
Brown, M.
Campbell, M.
Charlton, J. G.
Clark, Harry.
Clark, Rev. F. E.
Cooke, Mrs. N.
Cook, S. G.
Courjon, Miss.
Cross, J. C.
Doughty, F.
Deamrolais, Mr.
Deavin, H. P.
DeSouza, A. S. R.
Dickson, Sam.
Dowley, C. B.
Drew, Thos. M.
Drummond, G.
Dwyer, Dr. M. O.
Findlay, J. C.
Finkler, M.
Fisher, Miss Marie.
Forsyth, Mrs.
Foster, Mrs. E. J.
Garrick, H. W.
Gay, Mrs. A.
Gambley, Mrs. J.
George, J., Esq.
Grace, Mrs.
Graham, Mrs. J. D.
Hamilton, E.
Harwood, H.
Harrington, Rev.
Haugh, A.
Hayes, Miss Alice.
Hennessy, A.
Hlellde, Mrs.
Horn, Baron D.
Houston, U. K.
Hunter, W. C.
Isaacs, Elias H.
Jackson, Miss Amy.
Johnston, Mrs.
Kane, R. J.
Kidd, Dr. C. E.
Kramer, Miss Bethy.
Legh, Miss M. C.
Leslie, W.
Lyons, B.
Macaulay, Capt. M.
Maclan, F. H.
Matthews, Right Hon. H.
McDonald, D. M. K.
Medd, G. H.
McCartie, Surgeon-Major.
McCartney, John.
McCoy, G. E.
McCudden, E. G. J.
Mittar, C. H., Mrs.
Monteah, J. H.
Moolla Moosajee.
Murphy, J. C.
Murphy, C. S.
Murphy, C. E.
Naylor, Mrs. H. A.
Naser, Sam. E.
Newcombe, Alfred.
Newington, Mrs.
Olliver, E. C.
Pareto, Louis C.
Patey, Miss Vera.
Peatling, T. H.
Photographic apparatus manufacturer.
Remmington, Capt. F. A.
Reynolds, R.
Robertson, Mr.
Saxby, Frank.
Schmidt, H., Esq.
Scott, Mrs. J. D.
Shillingford, Mrs.
Sillhengst Franz.
Skinner, G. E. C.
Smith, Mrs. A.
Solm, Mrs. M.
Sponce, Reginald, Esq.
Stack, Mr.
Stanier, Beville.
Stark, Rev. A.
Summers, Mr. T.
Swarch, Sofia.
Swetenham, E., Col.
Thompson, L.
Vandort, M. A.
Van Opstal, L. S.
Wallace, R. G.
Westwood, J.
Wichmann, Baron.
Woods Vernon.
Wyndham, Wm.

Registered Letters.

Gay, R.
Gregory, John.
Jones, F. H., Esq.
King, C. M.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
Allen, D.
Aston, H. F.
Bulkeley, Mrs.
Brounstraim, R., Mrs.
Barhoza, A.
Brooke, H.
Bowen, R.
Bradley, W. A.
Barrow, F. H.
Bahlke, C., Revd.
Broomhead, J. S.
Bun, D., Colonel.
Botchr, R.
Baird, Geo., Mrs.
Crowe, G. R.
Collins, J. O.
Charles, M. C.
Clark, F. E., Revd.
Crawford, H. E.
Conolly, C. A.
Currie, R. C., Mrs.
Cassamllo, P.
Coloni, A., Sir.
Devare, Miss.
DeCroix, P.
DeLange, W. N.
Dawnes, Miss.
Dundas, C. L.
Dames, M. L. C. S.
Esherington, B., Sergeant.
Eddis, A. S., Mrs.
Edwards, S., Private.
FitzGerald, M., Lady.
Fairbanks, A., Revd.
Fabian, George.
Faulker.
Fieldhouse, A., Mrs.
Faulkner, W. A.
Farr, S. C.
Forster, E., Miss.
Fawn, Miss.
Gillespie, K., Mrs.
Grand, Mrs.
Goldenberg, I.
Ghutner, L.
Goldberg, Mrs.
Green, W., Mrs.
Grossman, W.
Gompertz, H.
Greenberg, W.
Harris, J. M., Revd.
Horloger, H.
Hamock, A.
Heile, R.
Heine, F.
Hosking, E.
Heaton, J. H. M. P.
Heine, E., Madam.
Hutchinson, H. L.
Hellon, G.
Innes. J. R.
Ingles, S.
Jeffries, W. F.
Jenkinson, C. O., Mrs.
Jackson, P. W.
Jacob, A., Mrs.
Kelly, E. H., Dr.
Kennedy, S., Dr.
Kinloch, C. W.
Koch, G.
Kulsoome, Aya.
Kokni, H.
Lesse, Mrs.
Leonarde, F.
Lascelle, J. H.
Lorenson, F.
Lahiff, H. B., Corporal.
Lewin, Miss.
Lang, R. S., Col.
Muck, L. H., Miss.
Maning, J. A.
Mayo, S.
Maritz, L.
Marnibuck, J.
Murray, E. E.
McDonald, W. S.
McDermott, A.
Murray, A.
Mackenzie, E.
Maynard, W. M.
Nolan. A. H., Mrs.
Nazareth, L. J.
Owen, W. S.
Prospere, L.
Pearson, A., Mrs.
Peterson, C. H. P.
Puckett, S. A.
Pereira, Miss.
Pukford, C. E.
Protheroe, M., Genl.
Powell, L.
Revilliod, J.
Rule, A.
Ruiket, F.
Ray, H.
Russel, C. H.
Rawlings, Kate, Miss.
Roach, J.
Roach, J.
Reed, W. H.
Schwarts, M.
Spencer. C. S.
Stuart, W. J., Major-General.
Stoddard, W. A.
Szechengi, A. Cauret.
Stevens, W. S.
Sharplin, A. C.
Sinclair, W. J.
Stephenson, S.
Southgate, P.
Stuart, C. H.
Schroder, D.
Smith, C. A.
Sbibbing, Capt.
Sweet, S. W.
Townsend, E. S.
Tunny, E. S. C.
Thomas, C.
Thompson, J.
Vickers, W.
Verb, C. C.
Watchmeister, A. Cant.
Whamond, O.
Williamson, A., Mrs.
Welch, E. C.
Wood, Mrs.
Walton, J.
Ware, H., Miss.

Unclaimed Letters held in the Barrackpore Post Office on the 28th November, 1892.

Donallen, A. C. D.
Hay, T.
Hill, B. C.
Mann, P. W.
Meller Gom, H. J.
Scott, J.
Seaton, Mrs.
Turner, W.
Watson, W. J.

E. HUTTON,
Presidency Postmaster, Calcutta.

The 3rd December, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	7th Dec.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	6th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	12th ,,	Ditto.
Australia, New Zealand, and Tasmania.	12th ,,	Ditto.
Straits, China, and Japan . .	9th ,,	Per Steamer *Chelydra*.
Rangoon and Moulmein . .	6th ,,	Per Steamer *Madura*.
Rangoon, Moulmein, Penang, and Singapore.	9th ,,	Per Steamer *Purnea*.
Akyab, Kyaukpyu, Sandoway, and Rangoon.	7th ,,	Per Steamer *Katoria*.
Port Blair	6th ,,	*Viâ* Rangoon.
Mauritius	9th ,,	*Viâ* Tuticorin and Colombo.
Madras, Colombo, Straits, and Hong Kong.	3rd ,,	Per A. Lloyd's Str. *Niobe*.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

E. HUTTON,
Presidency Postmaster, Calcutta.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

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The Gazette of India.

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PANDIT MOHANLAL VISHNULAL PANDIA,
Secretary, Paropkarini Sabha.

PERTABGARH,
The 22nd September, 1892.

NOTICE.

I, George Money-Shewan, at present of Arrah in the District of Shahabad, in Bengal, M.B., a Surgeon-Major in the Indian Medical Service, do hereby give notice that by a declaration made by me on the 23rd day of November, 1892, before J. Dudley Cargill, Assistant Magistrate, 2nd class, Arrah, Shahabad, I declared that I had adopted the surname of "Money" in addition to my surname of "Shewan," and that I intended thenceforth to use and be known by the name of George Money-Shewan.

G. MONEY-SHEWAN.

PROMISSORY NOTES.

Lost.

The Government Promissory Note, No. 185517, of the 4 per cent of 1842-43, for R100, originally standing in the name of Baboo Gopal Chunder Bose, and last endorsed to Sumputrum Mooneylall, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor

SUMPUTRUM MOONEYLALL

Lost or Stolen.

The Government Promissory Note, No. 148484, of the 4 per cent of 1842-43, for R1,000, originally standing in the name of Loke Nath Jana, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

LOKE NATH JANA,
373—8, Upper Chitpore Road,
Calcutta.

Lost in a theft.

A Government Promissory Note, No. 264758, of the 4 per cent. loan of 1865, for R500, originally standing in the name of Bank of Bombay, and last endorsed to Vinayak Chintaman Joglekar, by whom it was never endorsed to any other person, having been lost, notice is hereby given that payment of above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, Calcutta, and that application is about to be made for the issue of a duplicate in favour of the proprietor. The public are cautioned against purchasing or otherwise dealing with the abovementioned security.

VINAYAK CHINTAMAN JOGLEKAR.

POONA PEIT,
BOODHWAR HOUSE, No 158,
The 19th October, 1892.

SUPPLEMENT TO

The Gazette of India.

No. 49.} CALCUTTA, SATURDAY, DECEMBER 3, 1892

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GOVERNMENT OF INDIA

REVENUE AND AGRICULTURAL DEPARTMENT

Weather Review of India for the week ending at 8 a.m. on Saturday, November 19th, 1892.

Throughout the whole week very quiet settled weather has prevailed over the Indian region. The barometer has changed considerably from day to day, but these changes have been fairly uniform, and, as a general rule, the general distribution of pressure has changed very little during the week. In the earlier days pressure was highest over the central parts of the country, and was relatively low over North-Western India, but during the latter half of the week the barometer rose over North-Western India, and the area of highest pressure extended north-westward to the Punjab, so that the whole of North-Western and Central India was included in the high pressure area, but with this exception there was very little change to record. The winds were anti-cyclonic and were light in force, while the temperature was generally below the normal.

On the 13th, pressure was highest at the central stations, low over the south of the Bay and off the Malabar coast. The winds were variable over the Punjab and blew from about the normal directions elsewhere. The weather was fine, and the only rainfall was a shower at Colombo. The chart of the 14th showed that pressure was changing slowly and that the general distribution was practically unaltered. Calms prevailed very largely over the Gangetic plain, but otherwise the wind directions were little changed and were fairly normal. The general weather remained fine and the only rainfall reported was at Trivandrum and Colombo. On the morning of the 15th the barometer was rising practically everywhere. The rise had been greater over North-Western and Central India than elsewhere, hence gradients had increased and the winds, which still retained the same general directions, were inclined to freshen. The sky was somewhat more cloudy over Burma and the south of the Peninsula, and showers were reported from Tavoy, Moulmein, Diamond Island, Cuddalore, Negapatam

and Colombo. The amounts were in all cases small. On the 16th the barometer was falling except in the east of the Peninsula. A large high pressure area covered North-Western and Central India, and moderate gradients existed over the Peninsula. The lowest pressures were reported from the south of the Bay. Calms prevailed over a large part of the Gangetic plain and of the Punjab and northerly to easterly winds elsewhere. Rain had fallen at Moulmein, Madras, Cuddalore, Negapatam, Wellington and Colombo. The chart of the 17th exhibited the same general distribution of pressure as that of the 16th, but gradients were somewhat steeper. Calms prevailed over the Punjab and an anti cyclonic circulation of the winds elsewhere. Showers had fallen in Lower Burma and at one or two places in the south of the Peninsula. On the 18th the barometer was still falling, but the change was uniform and the distribution of pressure little altered. The winds were also practically the same, and the only rainfall was at Cochin and Colombo. On the 19th pressure was still giving way over North-Western India and over the east of the Peninsula, but elsewhere a recovery had commenced. These changes had not affected the general distribution, and the winds, except on the east coast of the Peninsula, where the direction had shifted to north-west, were also unaltered. The only rainfall was at Colombo.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India:—

PROVINCE.	13th.	14th.	15th.	16th.	17th.	18th.	19th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	+0·8	+0·9	−1·0	+0·4	+0·7	+1·7	+2·1	+0·8
Bengal and Assam	−2·1	−2·5	−1·3	−1·0	−1·3	−1·2	−0·9	−1·5
North-Western Provinces and Oudh	−1·6	−1·3	−0·5	−0·1	−0·1	+0·5	+0·8	−0·3
Punjab	−0·4	+0·7	+0·1	+0·7	+0·9	+2·1	+2·1	+0·9
Bombay	−3·6	−3·3	−3·3	−3·0	−3·3	−2·8	−2·2	−3·1
Central Provinces and Berar	−3·9	−3·6	−3·3	−3·7	−2·8	−1·8	−1·4	−2·9
Central India and Guzerat	−3·0	−2·9	−2·2	−1·6	−1·8	−0·7	−0·3	−1·8
Sind and Rajputana	−0·6	+0·4	+0·8	+0·8	+0·7	+1·6	+0·7	+0·6
Madras	−2·4	−1·8	−0·2	−0·8	−0·8	−1·4	−1·2	−1·2
MEAN FOR WHOLE INDIA	−1·9	−1·5	−1·2	−0·9	−0·9	−0·2	0	−0·9

In Burma, the Punjab, Sind and Rajputana the mean temperature of the week was slightly above the normal, but in all the other Provinces the mean temperature was in defect, the deficiency ranging from 3°·0 over Bombay and the Central Provinces to only 0°·3 in the North-Western Provinces.

For the whole of India the comparative coolness of the weather steadily decreased as the week progressed, the mean deficiency of the 13th having been 1°·9, while on the 19th there was no departure from the normal.

Rain.—The rainfall table at the close shows that rain was received during the week only in eight divisions, *viz.*, Tenasserim, Lower and Central Burma, Oudh (North), Malabar, Madras (South Central and South), and the East Coast (South). The average actual rainfall received varied from 0·83″ in Tenasserim to 0·03″ in Oudh (North). Over Behar and the greater part of the North-Western Provinces no rain is anticipated during the present week, but elsewhere showers of moderate or small amount are expected, hence the third column of the table shows a deficiency of rainfall over the greater part of the country. The only cases of excess were Tenasserim and Oudh (North), where, in each case, no rain is expected.

The three concluding columns of the table show that for the period, October 16th to November 19th, more rain than usual has been received in Arakan, East and Deltaic Bengal, Assam (Surma), Orissa, Chota Nagpur, Malabar, the west of the Peninsula, the Central Divisions, Kathiawar and the east and centre of the Peninsula.

The only heavy fall of rain recorded was 4·60 inches at Allepy.

Provinces.	Division.	Rainfall data for week ending 19th November. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 16th October to 19th November 1892. Average actual rainfall of season to date.	Average normal rainfall, since October 16th to November 19th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches	Inches	Inches.	Inches.	Inches	Per cent.
Burma	Tenasserim	0·83	0	+0·83	4·23	5·26	— 20
	Lower Burma	0·32	1·07	—0·75	5·02	6·52	— 23
	Central ditto	0·08	0·51	—0·43	3·06	3·97	— 23
	Upper ditto	0	?	?	7·10	?	?
	Arakan	0	1·04	—1·04	8·81	7·07	+ 25
Bengal and Assam	Eastern Bengal	0	0·06	—0·06	8·63	3·67	+135
	Assam (Surma)	0	0·11	—0·11	9·26	3·44	+169
	Ditto (Brahmaputra)	0	0·13	—0·13	0·86	2·09	— 59
	Deltaic Bengal	0	0·01	—0·01	6·89	2·53	+172
	Central ditto	0	0·02	—0·02	1·94	2·13	— 9
	North ditto	0	0·05	—0·05	0·62	2·31	— 73
	Orissa	0	0·12	—0·12	7·18	4·30	+ 67
	Chota Nagpur	0	0·02	—0·02	4·20	2·34	+ 79
	Behar (South)	0	0	0	0·50	1·32	— 62
	Ditto (North)	0	0	0	0·14	1·11	— 87
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0	0	0·18	0·82	— 78
	Oudh (South)	0	0	0	0·22	0·39	— 44
	Ditto (North)	0·03	0	+0·03	0·65	0·26	— 81
	North-Western Provinces (Central)	0	0	0	0·02	0·19	— 89
	North-Western Provinces (West)	0	0	0	0	0·07	—100
	North-Western Provinces (Submontane)	0	0·02	—0·02	0	0·29	—100
Punjab	Punjab (South)	0	0·02	—0·02	0	0·10	—100
	Ditto (Central)	0	0·02	—0·02	0	0·10	—100
	Ditto (Submontane)	0	0·03	—0·03	0	0·12	—100
	Ditto (Hill Districts)	0	0·08	—0·08	0·18	0·34	— 47
	Ditto (North-West)	0	0·18	—0·18	0·01	0·36	— 97
	Ditto (West)	0	0·05	—0·05	0	0·09	—100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·42	0·83	—0·41	16·48	8·56	+ 93
	Madras (South Central)	0·06	0·86	—0·80	2·92	7·22	— 60
	Coorg	0	0·01	—0·01	6·66	6·53	+ 2
	Mysore	0	0·28	—0·28	2·14	4·80	— 55
	Konkan	0	0·13	—0·13	6·57	3·30	+ 99
	Bombay (Deccan)	0	0·07	—0·07	8·51	3·49	+144
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·12	—0·12	3·54	2·08	+ 70
Central Provinces and Berar.	Berar	0	0·08	—0·08	5·69	1·77	+221
	Central Provinces (West)	0	0·07	—0·07	3·32	1·20	+177
	Ditto ditto (Central)	0	0·04	—0·04	2·18	0·96	+127
	Ditto ditto (East)	0	0·03	—0·03	3·87	1·18	+228
Bombay (North)	Guzerat	0	0·02	—0·02	0·61	0·59	+ 3
	Kattiawar	0	0·03	—0·03	1·76	0·34	+418
	Sind	0	0·02	—0·02	0	0·06	—100
Rajputana and Central India.	Central India (East)	0	0·06	—0·06	0·56	0·33	+ 70
	Rajputana (East), Central India (West)	0	0·02	—0·02	0·16	0·29	— 45
	Rajputana (West)	0	0·01	—0·01	0	0·08	—100
Madras	East Coast (North)	0	0·22	—0·22	16·05	6·60	+143
	Ditto (ditto) (a)	0	0·25	—0·25	9·10	4·58	+ 99
	Hyderabad (South)	0	0·07	—0·07	9·59	1·02	+837
	Madras (Central)	0	0·24	—0·24	6·30	4·30	+ 44
	East Coast (Central)	0	0·95	—0·95	11·82	9·07	+ 30
	East Coast (South)	0·05	1·82	—1·77	3·09	11·06	— 72
	Madras (South)	0·04	1·48	—1·44	2·47	8·33	— 70

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

Simla, the 24th November, 1892.

J. W. P. MUIR-MACKENZIE,
Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 26th November.*—Light showers in parts of the West Coast, Southern districts and Nilgiris, and a few places in Coimbatore, Trichinopoly and South Arcot. None elsewhere. Rainfall last four weeks extremely deficient except in the Circars and West Coast, and want of rain causing anxiety in Carnatic, Southern and parts of Central districts. Supplies of irrigation water failing, and crops are withering in many places. Sowings continue in parts, and in the Circars, Deccan and West Coast districts crops are flourishing; harvesting of early crops continues favourable in these parts, but the outturn is very moderate or poor in the Central, Carnatic and Southern districts. Pasture, fodder and drinking water sufficient. Condition of cattle good Prices risen sharply in Southern and Central districts and South Arcot, and somewhat in remainder of Carnatic; stationary elsewhere. Continued holding off of rains causing serious damage in southern half of the Presidency.

Bombay.—*For week ending 30th November.*—Harvesting of early and sowing of late crops progressing generally. Opium sowing in Baroda commenced: late sowings in parts of Karachi damaged by insects or frost. Standing crops otherwise good except *bajri* in Nasik and cotton in Dharwar, which have suffered from effects of the late heavy rain. Prices generally steady. Agricultural stock good. Fodder sufficient.

Bengal.—*For week ending 26th November.*—There has been no rain during the week. The winter rice harvest is in progress, and the outturn is generally expected to be satisfactory except in some of the Western and Central districts of Bengal, parts of Behar and Chota Nagpur. The spring and poppy sowings are nearly over, and prospects range from very good to fair. In Patna, Darbhanga and Champaran a little rain is required for the spring crops. New rice is coming into the market and prices show a tendency to fall. Fodder and water supplies are generally sufficient and cattle are doing well. In the Diamond-Harbour Sub-division of the 24-Parganas district, 416 persons were in receipt of gratuitous relief against 386 in the previous week. Some anxiety is also felt in regard to the Dantun and Egra thanas of the Midnapore district, owing to the failure of the local winter rice crop.

North-Western Provinces and Oudh.—*For week ending 30th November.*—Weather seasonable. Rain would be beneficial to the spring sowings which are germinating. Irrigation in progress. Pressing of sugarcane commenced. Poppy sowings nearly finished. Prospects fair. Prices fairly steady, but falling in some districts.

Punjab.—*For week ending 30th November.*—Slight rain has fallen in Rawalpindi district. Reaping and threshing of autumn crops proceeding, and sowing of spring crops in progress, but has stopped for want of sufficient rain in Rawalpindi. Spring crops sown, have germinated and are promising. Probable outturn of the rice and cotton crops good, but of maize and other crops below average in Lahore, and reported to be about average in Dera Ismail Khan. Locusts appeared in Hissar and are being destroyed. Condition of cattle is generally reported good. Fodder sufficient throughout the Province. Poppy crop is growing well in the Lahore district. . Prices unsettled in one district, rising in two others, and stationary elsewhere.

Central Provinces.—*For week ending 30th November.*—Prospects unchanged and continue excellent. Harvesting of autumn crops in full swing. Spring crop sowings almost completed.

Burma.—*For week ending 26th November.*—LOWER BURMA: In Thayetmyo crops still suffering from want of rain. In Amherst slight damage has been caused by sea water; otherwise crop prospects continue good. Reaping of early paddy progressing in one district and commenced in three others. UPPER BURMA: More rain wanted in Shwebo, Lower Chindwin, Pakokku, Minbu, and Yamethin. In Bhamo, Shwebo, Lower Chindwin, and Southern Shan States crops have suffered more or less from floods and other causes. In Meiktila the rice crop in the affected area is a complete failure *Jowar (sorghum vulgare)* crops indifferent; otherwise crop prospects generally very good.

Assam—*For week ending 29th November.*—Weather seasonable. Reaping of late rice begun. Mustard sowing continues. Condition of cattle normal. Fodder abundant.

Mysore and Coorg.—*For week ending 30th November.*—Crops in good condition except in parts of Bangalore, Hassan and Chitaldroog districts, where they are withering for want of more rain. Prospects generally favourable. Prices risen in the Kolar district.

COORG: Rainfall *nil*. Rice crop thriving Coffee picking in progress Prices stationary Water and forage for cattle sufficient

Berar and Hyderabad.—*For week ending 30th November.*—BERAR Weather clear and cold. Standing autumn crops in good condition, except in Buldana. Picking of cotton and cutting of early *jowar (sorghum vulgare)* in progress. Sowing of wheat continues in Buldana and Wun. Fodder and water sufficient. Cattle healthy. Prices almost steady.

HYDERABAD No rain during the week. Harvesting of autumn crops finished. Sowing of spring crops in progress Land being prepared for sowing the hot-weather crops. Prices—wheat 0, coarse rice 9½, white *jowar* 15¼, yellow *jowar* 10½, and *tur* 11¼ seers per current rupee.

Central India.—*For week ending 30th November.*—No rain. Winter rain needed in Bundelkhand Agency for spring crops. Autumn crops being still harvested in most parts and a fairly good outturn is expected, except in one district of Gwalior. Land being prepared in Bhopal for opium; sowing continued in Bhopawar: condition of opium in other parts good. Condition of agricultural stock and pasturage continue good. Prices of food-grains generally steady.

Rajputana.—*For week ending 30th November.*—Agricultural operations and standing crops satisfactory. Harvest prospects generally good. Condition of cattle good. Pasturage and fodder sufficient. Prices steady in eight States, falling in four, and fluctuating elsewhere.

Nepal.—*For week ending 24th November.*—Weather fine. Prospects of crops normal.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Horse-Breeding and Agricultural Stock.

NOTE BY THE INSPECTOR GENERAL OF THE CIVIL VETERINARY DEPARTMENT REGARDING THE OBJECTS AND ADVANTAGES OF THE BABUGARH INSTRUCTION FARM

No 2807-26, dated Calcutta, the 1st December, 1892

The following note by the Inspector General, Civil Veterinary Department, regarding the Instruction Farm, Civil Veterinary Department, Babugarh Depôt, near Hapur, North-Western Provinces, is published for general information

J. W. P. MUIR-MACKENZIE,
Offg Secretary to the Govt. of India,
Revenue and Agricultural Department.

NOTE.

The Instruction Farm at Babugarh has been establishd under the orders of the Government* of India with the view of affording practical instruction in the following subjects —

* Revenue and Agricultural Department letter No. 1842 26, dated 11th August 1892

(*a*) The management of horse stock in the stables, and the due care and farm working of stud horses and mares kept for breeding purposes.

(*b*) The cultivation of forage crops of kinds suitable and easily obtainable at a moderate cost for the feeding of horse stock.

2. It has been, and is in India, the custom to use only horned cattle for agricultural and ordinary cart purposes, and so the demand for horses for draught work has been but limited, except for hackney carriages in towns, and for dâk carraige and *ekka* purposes where railways are not available. Hence the breeding of horse stock has been chiefly confined to meet demands for horses required for army purposes and Native States.

3. To allow of horse-breeding in any country proving remunerative, there must be one or two factors in operation, either—

A—that pasture lands of good class are available at little or no rent, and so brood mares and young stock can be bred and reared at a very trifling cost, or

B—that brood mares are employed in agricultural work, at which their cost of keep is fully defrayed by the results of their working, and thus the stock produced from them yield, by their sale, a profit,

4. As pasture land suitable for horses breeding is only obtainable in most districts to a very limited extent, moreover, as the so-called pasture lands of India are as a rule not duly cultivated, but the grasses found on them are often of an inferior kind, it cannot be expected that horse-breeding can be followed in India under the conditions noted at *A*.

5. Therefore, to allow of horse-breeding being adopted as remunerative, it is essential that brood mares be employed at agricultural or cart work, and this slow work is suitable for mares kept for breeding purposes. Indeed, mares thus employed prove more sure breeders, and produce better stock than other mares simply kept for brood and given no work.

6. In India horses are used for such draught work as bullocks cannot perform in sufficiently quick time, and it is well known they can satisfactorily do fast work under the tropical sun of India. It may therefore be expected that they will prove no less efficient in the performance of the slower work of carting and of the farm.

7. Granted that the bullock is good for agricultural purposes, still it must be remembered that he yields no produce. It is not intended to urge the *general* substitution of horse and mare power in lieu of bullock power; but it is desirable to explain that in districts where horses are found to thrive and do well that the employment of mares and stallions for farm and cart work, and at the same time using them for breeding purposes, will be found profitable

8. As practical evidence that horse-breeding, conducted on the lines indicated, is profitable, it may be mentioned that at the Civil Veterinary Department Depôt Farm at Babugarh horse and mare power only are used for all agricultural work, such as ploughing, harrowing, water-lifting, and carting. No bullock is employed, and it is found that stallions and mares perform the work as well as, and at a quicker rate than, bullocks. The mares having regularly steady and slow work yield good produce.

9. The instruction afforded, as above indicated, will convince agriculturists that horse stock can be used for all work now done by bullocks, and that by employing horse and mare power additional profit results.

10. The native farmer rightly, conservative as he is in not adopting new lines unless they prove paying, will, by witnessing the farm cultivation of the Babugarh Depôt, become assured that he can safely and profitably use horses and mares just as well as bullocks for cultivating his farm and for all carting purposes necessary in taking produce to and from markets.

11. Thus it is desirable to allow Native Chiefs, Zamindars and others to have the opportunity of seeing every kind of farm work performed by horse, mare, mule, and donkey power, and so induce them to employ such labour instead of bullocks.

12. It may be hoped, in course of time, that horse stock will become generally used for the farm purposes for which bullocks are now exclusively employed; that thus horse, pony, and mule-breeding will spread and the supply of horse stock will increase, and that the necessity at present existing of importing, for State purposes, thousands of horses annually at a great cost, will no longer remain, but the lakhs of rupees now sent out of India to foreign countries for imported horse stock will be distributed amongst the horse, pony and mule-breeders of India.

In several countries of Europe both bullock and horse power are used in agricultural and cart work; but gradually mare power is becoming more generally employed for reasons above explained. In Hungary four horses and mares may be often seen treading out the corn in the same way that bullocks do in India.

13. At first sight it may be thought that the natives of India will never give up using bullocks for farm and carting work; but it is well known that a native will, when convinced of a new line of action in any trade being profitable, accept and adopt it.

14. The Instruction Farm is being worked with the view of showing and proving to native farmers and horse employers that by using mare power profit assuredly results When a native sees that a horse-mare or pony-mare can do farm work as well as a bullock, and he likewise notes that the mares are either in foal or have foals at foot, and that the produce is saleable at good market prices, he will admit that the practice is sound.

15. It is therefore urged that every inducement should be offered to allow of the satisfactory results of cultivating and carting by horse and mare power at the Civil Veterinary Department, Babugarh Depôt Farm, becoming generally known and spread throughout the horse-breeding districts of India. In other districts, where the indigenous horse and donkey does not exist, being without the horse-breeding zone, indeed having a climate unsuitable for horse stock, bullock power is generally available, and of course should be employed in lieu, as horses will not work satisfactorily in the climate and on the soil of lands of such districts.

16. It is therefore advisable to introduce horse and mare farm working in those districts only where horses are found to be easily and satisfactorily bred and reared.

17. A most important subject in connection with horse-breeding is the liberal feeding with proper kinds of forage and grains of the young stock, so as to give them every chance of growing into strong and useful animals. Horses, like other stock, are found stunted or well grown according to the manner in which they are fed and reared; hence we find the ordinary country "tatoo," the result of being reared on scant and very often innutritious grass lands; and on the other hand, the large and well developed Punjab horse, which has for generations been from infancy well fed in order to be developed and made fit for war purposes. The food given to bullocks during dry months will, as a rule, do for horses. An agricultural bullock duly fed on dry *churri* cut up in short pieces and mixed with the usual amount of soaked grain, also bhoosa, is found to keep in good condition. A horse or mare similarly fed will also do well. In Sind and other very dry climates, where green and dry grass cannot be obtained for horse stock, *churri* and bhoosa as above noted are always given.

18. So the instruction afforded at the Depôt Farm in ploughing, ridging, harrowing, manuring, water-lifting, and the due sowing and cultivating of forage crops and grains by horse and mare power in an easy and satisfactory manner, with the view of obtaining good and heavy forage crops, is the most important adjunct to horse-breeding.

19. The methods of grass and forage cultivation found most productive are practically carried out on the farm, and the crops obtained can be seen, weighed, and thus judged of.

20 Local Governments and Administrations are invited to be so good as to allow Native Chiefs, Wards, farmers, and members of district boards, also revenue officials, to have an opportunity of visiting the Babugarh Civil Veterinary Department Instruction Farm at the times when classes are held for the demonstration of the following subjects:—

I.—Stable management.

II.—Management of stud stallions, brood mares and young stock, and the system of utilising them for agricultural purposes

III.—Forage crop cultivation, *viz.* —Lucerne, guinea grass, impey, dub, carrots, oats, barley, etc., etc.

IV.—Irrigation by horse, mare, mule, and donkey power.

21. It has been arranged that these classes will be held from 8th to 16th August, and from 24th December to 1st January every year, when practical instruction will be given by the Civil Veterinary Department officers on the above subjects.

22. The lectures on stable management, and the management of stud stallions, brood mares and stock, will be delivered in the stables and paddocks, and practical instruction in the forage crop cultivation will be given in the fields on the farm.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

Customs.

PROCEEDINGS UNDER THE INDIAN MERCHANDISE MARKS ACT, 1889, DURING THE YEAR 1891-92.

No. 269 S., dated Calcutta, 29th November 1892.

RESOLUTION—By the Government of India, Finance and Commerce Department.

Read the following reports on the proceedings taken by Customs officials under the Indian Merchandise Marks Act, 1889, during the year 1891-92 :—

From the Chief Commissioner of Burma, No. 403—1C.—1, dated the 20th May 1892.
To „ „ „ „ 2304, „ 2nd June 1892.
From the Government of Bengal, No. 101 T. F., dated the 23rd May 1892.
From the Government of Madras, No. 3562, dated the 5th August 1892.
From the Government of Bombay, No. 8307, dated the 19th October 1892.

Resolution.—The reports from Bombay and Karachi, which were submitted to the Local Government on the 17th and 24th June, were not sent to the Government of India until the 19th October. In accordance with the first paragraph of the Resolution of the 27th January 1892, No. 23 S., the Government of Bombay should arrange to place the reports in possession of the Government of India by the 1st August.

2. There were altogether, during the year, 894 cases of detention under the Merchandise Marks Act, compared with 1,133 in the previous year. Five hundred cases, being 44 per cent. of the whole, were under clause (*f*) of section 10, sub-section (2) of the Act, which requires all piece goods to be stamped with their length. In 1890-91 such cases formed 59 per cent. of the whole. There were 262 cases of counterfeit trade marks or false trade descriptions, and 132 cases of non-description of foreign origin, against 332 and 135 respectively in the preceding year.

3. The following table shews for each of the chief ports the number of detentions under the Act in the last two years :—

Port.	Number of cases in which detention was ordered.		Detention followed by confiscation.		Detention followed by release. With fine.		Detention followed by release. Without fine.		Detention ordered on information received.		Detention ordered without information.	
	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.	1890-91.	1891-92.
Calcutta	302	454	1	4	67	92	234	351	.	2	302	452
Madras	4	16	...	2	1	5	3	9	2	1	2	15
Rangoon	2	36	...	...	...	22	2	14	.	1	2	35
Bombay	681	262	1	...	230	131	450	131	..	...	681	262
Karachi	144	126	...	...	95	68	49	58	..	...	144	126
Total	1,133	894	2	6	393	318	738	563	2	4	1,131	890

In many cases ignorance of the requirements of the Act was pleaded, but the Customs officials properly declined to admit the plea.

4. The Government of Bombay refers, for the orders of the Government of India, a question raised by the Commissioner in Sind in connection with the mention of the country of origin of the goods. Four cases are referred to—

(1) relating to two consignments of glass beads from Trieste, in which the goods were described as "made in Bohemia." The importers were warned, but the goods were allowed to pass as Bohemia was considered a sufficient indication of the country of origin;

(2) a consignment of German brandy, in which Hamburg was mentioned, but not specifically stated as being the place of origin of the goods. The importer was fined R10, and the goods were allowed to pass after the bottles had been labelled with the name of the place of origin;

(3) a consignment of French brandy similarly labelled with the word Bordeaux. The importers were fined R5 and permitted to remove the goods after due stamping;

(4) a consignment of petroleum from Batoum, marked "Batoum." This was deemed a sufficient indication of the country of origin, and the goods were passed with a warning to the importers.

5. In the first of these cases the detention and warning were unnecessary, the mention of Bohemia, or of Hungary, being a full compliance with the requirement of the law that the country of origin should be stated. In the other three cases the law was not complied with, but the manner in which such cases are dealt with must depend upon the circumstances of each case. No fine need be inflicted, nor is it necessary to insist on the specification of the country, where brandy marked as from Bordeaux comes from Bordeaux or some other French port, and there is no reason to suppose that it is other than French brandy, for no importer of French brandy would deliberately leave room for doubt whether or not his brandy was really French.

In the case of Russian oil the law should be enforced by requiring the specification of the country, and in the case of liquors from Hamburg also the law should be strictly enforced. If bars of iron or steel have English words stamped thereon, and they are not of English origin, the Collector should require the country of origin to be stamped on them.

ORDER.—Ordered, that the foregoing Resolution and the papers read in the preamble be published in the Supplement to the *Gazette of India* for general information, and that copy be forwarded to the Governments of Madras, Bombay, and Bengal, and the Chief Commissioner of Burma.

STEPHEN JACOB,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Annexure to Resolution No. 269 S., dated the 29th November 1892.

Reports on the Proceedings taken by Customs officials under the Indian Merchandise Marks Act, IV of 1889, during the year 1891-92.

BURMA.

No 403—1 C.-1 (Sep. Rev.), dated 20th May 1892.

From—F. C. GATES, Esq., Officiating Secretary to the Chief Commissioner, Burma,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

With reference to paragraph 4 of the enclosure to Finance and Commerce Department letter No. 295 S., dated the 28th November 1890, I am directed to submit, for the information of the Government of India, a copy of letter No. 21—8, dated the 28th April 1892, from the Chief Collector of Customs, Burma, to the Financial Commissioner, with its annexure, being the report on the working of the Indian Merchandise Marks Act, 1889, in this province during the year 1891-92.

2. The report calls for no special remark except as regards the seizure of "margarine" which was imported by a German firm with the false trade description "choice selected butter." The Officiating Chief Commissioner has doubts as to the adequacy of the punishment ultimately inflicted (on appeal) by the Financial Commissioner, and he would be glad to receive the orders of the Government of India as to the action which should be taken in future similar cases.

No. 21—8, dated 28th April 1892.

From—The Chief Collector of Customs, Burma,

To—The Secretary to the Financial Commissioner, Burma.

I have the honour to forward herewith a statement shewing the number of cases dealt with in Burma under the Merchandise Marks Act of 1889 during the year 1891-92.

2. The total was 36, of which only one was brought about by information received by this Department, the remainder being detections by the Customs officers in their examination of goods before giving delivery.

3. The most important detention was that of a large consignment of butter imported from Switzerland. The consignment consisted of 155 cases containing in all 7,440 tins, 7,440lb, and was declared in the customs bill of entry as butter and valued at R7,440. Each tin was labelled "selected butter of choicest quality." A sample was submitted to the Chemical Examiner who, after testing it, reported that it was not butter at all, but "margarine." The whole consignment was confiscated. The importers appealed against this decision and have been allowed to pass the "margarine" on payment of a fine of R500, the original labels to be obliterated and replaced, under customs supervision, by new ones bearing the word "margarine."

4. Twenty-nine detentions were ordered of piece goods not stamped with the length in accordance with section 10, sub-section 2, clause (*f*) of the Act. In the majority of cases the omission was due to ignorance of the law, the importers being itinerant Chinese traders with small lots of silk cloths manufactured in the interior of China. A nominal fine was as a rule imposed and the goods allowed to pass after the length had been stamped on the pieces.

5. In four instances spirits in bottles imported from Hamburg bore labels on which there was either no indication of country of manufacture, or if the indication was given the size of the letters was not according to the requirements of the Act. The labels were properly stamped in the Custom House and the consignments allowed to pass.

6. Under the head of "False trade description," there were three detentions ordered. One was that of the butter referred to in paragraph 3 of this letter. In the second case a quantity of cotton thread of country manufacture on cards was brought in by a native trader, and it was found to measure considerably less than the number of yards marked on each card. The importer was fined and allowed to pass his thread after the cards had been destroyed. The third case occurred at Moulmein where 19 packages of sewing machines were imported from Bremen, and on examination were found to contain 12 sewing machines described as "Saxonia Regia, Singer Noar Machine, Dresden" on metal labels and 2 sewing machines described as "Beste Deutche Singer Machine Gesetzlich Deponirt" also on metal labels. The name "Singer" was effaced from the labels and the machines allowed to pass.

7. There is very little friction in carrying out the provisions of the Act, importers having had time to become acquainted with its requirements and to advise their correspondents in

Europe. The large quantity of merchandise of European manufacture that finds its way to Burma from India has already undergone Customs supervision either at Calcutta or Bombay, and has invariably been found to be marked according to law. Goods from China are also coming in properly stamped and marked.

Statement shewing the number of cases dealt with under the Indian Merchandise Marks Act during the year 1891-92.

Number of cases in which detention was ordered.		Detention followed by confiscation.	Detention followed by release with or without a fine.		Detention ordered on information.	Detention ordered without information.
Without stamp under section 10, sub-section 2	29	Nil.	Released with fine .	22	1	35
False trade description under section 10 .	3		" without fine	14		
The place of manufacture not given, or incorrectly given, under section 10	4			36		
	36					

CUSTOM HOUSE ;
The 28th April 1892.

E. DARLINGTON,
Chief Collector of Customs, Burma.

No. 2304, dated 2nd June 1892.

From— J. E. O'CONOR, Esq., Assistant Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT,

To—The Chief Commissioner, Burma.

I am directed to acknowledge the receipt of your letter, dated the 20th May 1892, No. 403—1 C.-1, transmitting the report on the working of the Indian Merchandise Marks Act (IV of 1889) in Burma.

2. In reply to the question raised in paragraph 2 of your letter under acknowledgment regarding the adequacy of the punishment (a fine of R500) inflicted on the importers of a consignment of margarine with the false trade description of "choice selected butter," I am to state that in the opinion of the Government of India the punishment in this case was clearly inadequate.

BENGAL.

No. 101 T. F., dated 23rd May 1892.

From—H. H. RISLEY, Esq., C.I.E., Offg. Secy. to the Govt. of Bengal, Financial Dept.,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

In accordance with the orders conveyed in paragraph 4 of the enclosure of your letter No. 295 S., dated the 25th November 1890, I am directed to submit the accompanying copy of a letter* from the Board of Revenue and of its enclosure from the Collector of Customs, Calcutta, reporting on the working of the Merchandise Marks Act, IV of 1889, at this port for the year 1891-92. No proceedings were taken under the Act by the Collectors of Customs at Chittagong, Naraingunge, or the Orissa ports during the year.

* No. 372 B., dated 11th May 1892.

No. 372 B., dated 11th May 1892.

From—T. INGLIS, Esq., Officiating Secretary to the Board of Revenue, Lower Provinces,

To—The Secretary to the Government of Bengal, Financial Department.

With reference to Government Order No. 670 S. R., dated 11th February 1892, I am directed to submit the accompanying copy of a report No. 165, dated 30th ultimo, on the proceedings of the Collector of Customs, Calcutta, under the Merchandise Marks Act, IV of 1889, for the year 1891-92. No proceedings were taken under the Act by the Collectors of Customs at Chittagong, Naraingunge, or the Orissa ports during the year.

No. 165, dated 30th April 1892.

From—C. R. MARRIOTT, Esq., Officiating Collector of Customs, Calcutta,

To—The Secretary to the Board of Revenue, Lower Provinces.

With reference to your docket No. 305 B. of 20th December 1890, I have the honour to rward herewith the yearly report on the working of the Merchandise Marks Act at this port.

2. There were 454 cases of detention against 302 last year. The large majority of these cases fall under clause (*f*) of section 18 being cases of unstamped or insufficiently-stamped piece goods. At the beginning of the year these goods were almost invariably passed without fine on their being properly stamped. This was owing to the fact that for a time such goods, if imported for retail, were deemed not to be liable under the Act. A reasonable time was, therefore, allowed before inflicting a fine. Now, however, that no excuse of ignorance of the Act can be put forward, a slight fine is imposed in nearly every case. Altogether, out of 392 such cases, 71 have been met with fine, the rest of the goods passed on stamping.

3. In two cases information has been given of counterfeit trade marks. Both have been made the subject of a prosecution, and in both the defendants were heavily fined by the Magistrate. In three other instances goods have been detained on account of a counterfeit of Rodgers and Sons' trade mark.

4. Thirty-four cases fall under the head of false trade description. The majority of these were Austrian or German-made shawls on all of which Hindi numerals had been marked after the manner of Indian manufacturers. Some also bore the emblems of Indian deities. The importers were heavily fined and the marks removed before the shawls were permitted to pass. In one case where the marks consisted of numerals only, the importers appealed but with no other result than a modification of the fine. It was obvious that the European manufacturers could have no motive in marking with Hindi numerals save to create a belief that the goods were of Indian make.

5. The first of these seizures was made on information; the informer was desirous that his name should not appear in the matter at all. He was himself subsequently fined for importing similar shawls, similarly marked.

6. An importation of 400 barrels "Portland" cement was received from Belgium, the country of origin being marked on the labels, but in scarcely visible characters. It was argued that Portland cement described a kind of cement not necessarily British. The goods were, however, not passed until the words "made in Belgium" had been stamped in large characters on the labels.

7. A case in which goods described as hollands were found to be largely composed of cotton was referred for the opinion of the Chamber of Commerce as to whether they were rightly so described. The Chamber in their turn referred it to the Manchester Chamber who decided that such goods, though not made of flax, had gained a prescriptive right to the name of hollands. The goods were accordingly passed.

8. German wines are frequently imported as sherry, champagne, port, etc. All such have been compelled to stamp the labels with the country of origin. A consignment of brandy from the firm of J. Cotton & Co. was labelled as manufactured in France, but the bill of entry declared it to be of German manufacture. The invoice confirmed this statement, and the brandy was detained until some further evidence as to its French manufacture and as to the firm of J. Cotton & Co. was given.

9. The Chamber of Commerce reported that piece goods were being imported from Bombay at lengths not corresponding to the stamp. If this be the case, it should be detected before they are passed out of the mills from which they came. Some consignments were, however, detained by the Customs and measured, but no false stamping was detected.

10. It has not been the practice in this port to detain and examine or measure any goods regarding which there is no information laid or good ground for suspicion. Such action is liable to entail hardship and deteriorate the value of goods so treated, while to make such examination effectual it would be absolutely necessary to increase the appraising staff who are already overworked. Thus piece goods are practically not opened nor examined, the samples are taken as showing correctly the marking. Whether the marking is correct as to lengths is a matter left for those concerned in the trade. They can give information if any goods are sold of short measurement; still, leaving the initiative to them appears from the experience of two years to be tantamount to allowing the law in that respect to be a dead letter, but I do not consider it the duty of the Customs authorities to undertake the work of detection, and if it were, the staff, as I have said, is insufficient to make the work effective.

11. If private individuals or the trading community do not think it worth the time and trouble to search out and denounce offences under the Act, still less is it incumbent on the Customs authorities to undertake increased work and incur odium for delays and damage by endeavouring to discover frauds. Until traders as a body give their assistance or until Government accept the responsibility and expense of searching out and prosecuting frauds, the Act may easily be evaded, stamps, labels, numbers, etc., being added after goods have passed the Customs.

12. If the Act is to be made effective for the protection of the ignorant purchaser and, as a consequence, honest trade (for traders being experts are not directly defrauded), it will be necessary for the Government to supplement action at the time of importation by further action before or after sale. No dealer in articles such as, for example, the German-made shawls mentioned above, was deceived by them, but the retail purchaser was no doubt deceived, and thus the local manufacture suffers, unable to cope with dishonesty on one side and ignorance on the other, allied to drive it off the field.

A statement is appended giving the figures required by the last paragraph of the Government of India instructions forwarded to the Board with No. C. 1A.—1-16 of 8th December 1890.

Statement showing the number of cases dealt with under the Indian Merchandise Marks Act during the official year 1891-92.

Number of cases in which detention was ordered.		Detention followed by confiscation.	Detention followed by release with or without fine.		Detention ordered on information.	Detention ordered without information.	Reshipment allowed.	
			Released with fine.	Released without fine.				
Without stamp under—section 18, clause (*f*) .	. 392	...	71	321	...	452		
Under clause (*d*)—								
Counterfeit . .	. 5	1	1	...	2	...	2	1*
False trade description .	. 34	2	18	10	...	...	4	
Under clause (*e*) . .	. 23	1	2	20	.	•••	..	
TOTAL	. 454	4	92	351	..		6	1

* Pending before the Board of Revenue.

CUSTOM HOUSE,
CALCUTTA;
The 30th April 1892.

C. R. MARRIOTT,
Offg. Collector of Customs.

MADRAS.

Extract from the Proceedings of the Government of Madras, Revenue Department,—No. 3562 Mis., dated 9th August 1892.

Read—

Proceedings of the Board of Revenue (Separate Revenue), No. 355, dated 4th July 1892;

Read the following :—

From the Collector of Arcot, South, dated 21st June 1892, No. 696.
" " of Canara, South, " 13th " " " 2439.
" " of Ganjam, " 10th " " " 357.
" " of Godavari, " 11th " " " 308.
" " of Kistana, " 16th " " " 1897.

Read the following :—

No. 1297 G., dated 13th June 1892.

From—W. P. AUSTIN, Esq., Collector of Sea Customs, Madras,

To—The Secretary to the Commissioner of Salt, Abkari, and Separate Revenue, Madras.

Adverting to Board's Proceedings No. 86 (Separate Revenue), dated 11th February 1892, I have the honour to submit the annual report on the administration of the Merchandise Marks Act, IV of 1889, at this port during the year 1891-92.

2. I enclose a statement in the prescribed form showing the number of cases dealt with during the year under review. There were about 300 cases in which packages were opened and examined at the Custom House for the purposes of the Act, and out of those 14 in which goods were detained in consequence of infringement of the Act being discovered in the course of such examination. In one case detention was ordered in consequence of information given and in pursuance of criminal proceedings instituted in the Magistrate's Court by one of the local firms.

3. Twelve of the 14 cases referred to above consisted of the importation of unstamped or partially-stamped piece goods, and in the remaining two cases goods were marked with the name of a British trader, the place of manufacture being omitted to be indicated on the labels in one, and insufficiently shown by means of detached labels with obscure printing in the other. In the case in which criminal proceedings were instituted the importers were charged with using a false trade mark.

4. The piece goods detained consisted of cotton, silks, and woollens which were either not stamped at all or had their lengths marked on tickets attached, and with the exception of one case in which the goods were confiscated, being of trifling value they were all passed after the requirements of the law had been duly complied with and the payment of the penalties which it was considered necessary to impose. The two cases in which the description of the goods on the labels were not accompanied by a definite indication of origin consisted of liquors, and these were allowed to be passed on the objectionable labels being removed from the bottles. The particulars are as follows:—

Certain cases purporting to contain brandy bearing labels indicative of English origin were imported by a native from Egypt without the place of manufacture being given, and as the importer was not in a position to state where the liquor was manufactured, the consignment was allowed to be cleared on the importer agreeing to remove the labels.

In the second case a small consignment of whiskey was sent out for commission sale from Hamburg to a European firm here with labels having the words "*Fine Old Highland Whiskey—Chas. McBride & Co., Aberdeen*" printed in bold type, the country of origin ("Manufactured in Germany") being indicated by means of small detached labels round the necks of the bottles. As it was clearly intended by this to lead purchasers believe that the whiskey was

manufatured in Scotland, I intended taking serious notice of the case, but the firm having readily admitted its inability to defend the use of the combined labels and the consignment not having been sent out to its order, I accepted its proposal to remove the large labels which were calculated to deceive before allowing delivery to be taken. The case before the Presidency Magistrate was in respect of three consignments consisting of 33 cases of mulls valued, I believe, at over R10,000. The suit was instituted at the instance of Messrs. Binny & Co. as agents for Messrs. J. and A. Leigh of Preston, and the importer having pleaded guilty to the charge of using a false trade mark on the goods in question, the magistrate ordered their forfeiture under section 9 of the Merchandise Marks Act and sentenced the offender to simple imprisonment for three months in addition to bearing the cost of the prosecution. The offence appears to have consisted in the goods in question being stamped with the words "Pishashi Mull" in Tamil by which name and description the mulls manufactured by Messrs. Preston and imported by Messrs. Binny & Co. are known in the local market, although their mulls are not so marked. Notwithstanding the fact that the trade marks in both cases were not the same, it was apparent that the intention of the importer, by the use of the words referred to above on the cloth imported by him, was to cause purchasers to believe that they were the same mulls as those sold by Messrs. Binny & Co. which have earned a reputation for themselves in the local market. I may state that the shippers of these confiscated mulls, Messrs. Maudley & Co., of Manchester, have since applied to the High Court for a revision of judgment through their local agent, in respect of the magistrate's order adjudging forfeiture of their goods, but the High Court has dismissed the application on the ground that the agent had no *locus standi* and that the shippers were not parties to the case. The goods are to be sold on behalf of Government.

5. Generally speaking, importers of piece goods have complied with the law as regards stamping, and I find that the few cases where the requirement was not observed related to petty imports made by shop-keepers and tailors. Continental manufacturers appear also to be exercising due care in marking their goods in accordance with the provisions of the Act, and it must be admitted that the requirements of the law have the effect of protecting the interests of both the British trader and the consumer in India, but much remains to be done yet to put a check on dishonest and fraudulent practices of the trade in India, for, when once the goods leave the Custom House, the owner finds himself at liberty to remove or add any description he chooses, and although he would be amenable to the law for it, I am afraid that very few of such cases ever come to light.

6. In conclusion, I would point out that the introduction of the Act has largely increased the work of the office, especially in the appraisers' department, where packages selected for examination have to be opened and examined in detail, and with the limited establishment it is often found difficult to cope with the work satisfactorily. The present establishment consists of only three clerks, costing altogether R95.

Number of cases in which detention was ordered.				Number of cases in which detention was followed by confiscation.	Number of cases in which detention was followed by release.		Number of cases in which detention was ordered on information received.	Number of cases in which detention was ordered without information.
Under section 18, clause (*d*)	Under section 18, clause (*e*).	Under section 18, clause (*f*).	Total.		With fine.	Without fine.		
1	2	12	15	2	5	8	1	14

From the Collector of Madura, No. 55, dated 5th May 1892.

Read the following :—

From the Collector of Malabar, No. 462 Gl., dated 22nd June 1892.

Statement showing the detention of goods under the Indian Merchandise Marks Act, 1889, in the District of Malabar during the year 1891-92.

Port.	Number of cases in which detention was ordered.	Detention followed by confiscation.	Detention followed by release.		Detention ordered on information received.	Detention ordered without information.
			With fine.	Without fine.		
Cochin	1	...	...	1	...	1

Remarks.—Towards the end of the year under report two consignments of Cognac imported from London and bearing labels "P and L" on the bottles were found in the godowns of Messrs. Peirce, Leslie & Co. at Cochin. The labels simply indicated the name of the firm, but not of the place of manufacture. The consignments were consequently detained under section 18 (*e*) of the Sea Customs Act, 1878, but were delivered to Messrs. Peirce, Leslie & Co. under the orders of the Deputy Collector, Cochin, after having fresh labels affixed thereto. This was the only instance which occurred under the Merchandise Marks Act in this district.

Read—

From the Collector of Nellore, dated 13th June 1892, No. 2730-Acc.
" " of Tanjore, " 13th May " " 321.
" " of Tinnevelly, " 12th June " " 398.
" " of Vizagapatam, " 2nd " " " 1248.

RESOLUTION.—The reports of the Collectors of Maritime Districts on the administration of the Merchandise Marks Act, IV of 1889, during 1891-92 are submitted to Government. Proceedings were taken under the Act in the Madras and Malabar districts only.

2. The total number of cases of detention of goods under the Act during the year under report was 16. Of these, 1 was under 18 (*d*) of the Sea Customs Act as modified by section 10 of the Merchandise Marks Act, 3 under 18 (*e*), and 12 under 18 (*f*), which requires all piece goods to be stamped with their length.

3. The following table shows the particulars of detentions:—

Port.	Detentions ordered.	Detentions followed by confiscation	Detentions followed by release		Detentions ordered on information received	Detentions ordered without information.
			With fine	Without fine.		
Madras	15	2	5	8	1	14
Cochin	1		.	1	.	1
TOTAL . .	16	2	5	9	1	15

4. The Collector of Sea Customs, Madras, is apprehensive that owners of goods may evade the provisions of the Act by removing or adding to descriptions of goods after they have been cleared from the Custom House. Such cases may no doubt occur, but it is for the offender's trade rivals to bring any malpractice to notice.

5. The Collector further reports that the introduction of the Act has largely increased the work of his office, and that it is found difficult to cope with it satisfactorily. He should apply separately for an increase of establishment if he can justify it by statistics showing appreciable increase of work.

Order thereon by the Government of Madras.

Ordered to be forwarded to the Government of India.

No. 3562A.

Copy to the Government of India, Finance and Commerce Department.

BOMBAY AND SIND.

No. 8307, dated 19th October 1892.

From—T. D. MACKENZIE, Esq., Chief Secretary to the Government of Bombay,

To—The Secretary to the Government of India, FINANCE AND COMMERCE DEPARTMENT.

With reference to Mr. Assistant Secretary O'Conor's letter No. 4051 S., dated 5th instant, I am directed to forward herewith, for the information of the Government of India, the reports received from the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act, IV of 1889, during the year 1891-92, and the statements accompanying them, together with a memorandum from the Commissioner in Sind, No. 3215, dated 30th July 1892, and a copy of the Resolution No. 8306 of to-day's date passed by this Government on these papers, and to solicit the orders of the Government of India on the point referred to in paragraph 2 of the Resolution.

Extract from the Proceedings of the Government of Bombay, Revenue Department,—No. 8306, dated 19th October 1892.

Read—

Memorandum from the Commissioner of Customs, Salt, Opium, and Abkari, No. 3011, dated 21st June 1892, submitting a letter No. 4992 C., dated 17th idem, from the Collector of Land Revenue, Customs, and Opium, Bombay, who forwards the report for the official year 1891-92 on the administration of the Merchandise Marks Act, No. IV of 1889, at the Port of Bombay.

Memorandum from the Commissioner in Sind, No. 3215, dated 30th July 1892, submitting the report No. 1033, dated 24th June 1892, from the Collector of Customs, Karachi, on the working of the Merchandise Marks Act, IV of 1889, for the year 1891-92 at the Port of Karachi.

Letter from the Government of India, Finance and Commerce Department, No. 3390 S., dated 17th August 1892.

Letter from the Government of India, Finance and Commerce Department, No. 4051 S., dated 5th October 1892.

RESOLUTION.—The results recorded in the reports submitted by the Collectors of Customs, Bombay and Karachi, on the working of the Merchandise Marks Act during the year 1891-92 are satisfactory, and show that the requirements of the Act are now generally known and understood by the public, and that great care is taken by the Customs officials, both at Bombay and Karachi, in administering its provisions. The number of cases of breaches of the provisions of the Act dealt with both at Bombay and Karachi was 388, being considerably less than the number (825) dealt with in the preceding year.

2. The Collector of Customs, Karachi, in paragraph 3 (*u*) of his report states that two consignments of glass beads from Trieste had on the packets containing the beads the following label:—

"Made in Bohemia, 12 bunches six diamond-cut silver beads";

but that as "Bohemia" was considered sufficient indication of the country of origin, the goods were in both cases allowed to pass with a warning to the importers. The Commissioner in Sind, however, observes that it is not clear that a warning was needed in the case, and is of opinion that an article is as properly marked if labelled "made in Hanover" or "made in Prussia," as "made in Germany," and requests the orders of Government on this point. Section 10, clause (1) of Act IV of 1889 required both the place and the country of origin to be indicated on the label, but the provisions of that Act have been amended by Act IX of 1891, and under section 3 of the latter Act the country of origin need only be indicated on the label. The view taken by the Collector of Customs, Karachi, appears thus to conform to the strict letter of the rule, but the remarks made by the Commissioner are also worthy of notice and the point should be referred to the Government of India for orders.

3. It should be pointed out to the Commissioner in Sind that in accordance with paragraph 3 of Government Resolution No. 1027, dated 10th February 1892, the report of the Collector of Customs, Karachi, should have reached Government by the 1st of July.

4 The reports and the statements accompanying them, together with the memorandum from the Commissioner in Sind, No. 3215, dated 30th July 1892, and a copy of this Resolution should be forwarded to the Government of India for information.

No. 4992 C., dated 17th June 1892.

From—J. M CAMPBELL, Esq., C.I.E., Collector of Land Revenue, Customs, and Opium, Bombay,

To—The Commissioner of Customs, Salt, Opium, and Abkari, Bombay.

I have the honour to submit the Second Annual Report for the official year 1891-92 on the administration of the Merchandise Marks Act which came into operation on the 1st April 1889.

The accompanying statement, marked A, has been prepared in accordance with the instructions of the Government of India communicated in Government Resolution No. 8960 of the 15th December 1890 in the Revenue Department It shows that the total of cases under the Merchandise Marks Act dealt with during the year was 262 against 681 in the previous year. For easy comparison statement A shews the figures for each of the years 1890-91 and 1891-92.

In the year under report 180 infringements of clause (*d*) of section 18, 42 under clause (*e*) and 40 under clause (*f*) of Act VIII of 1878, as amended by the Merchandise Marks Act, were detected. Of the 262 cases shown in statement A fines were inflicted in 131 cases. In the remaining 131 cases the goods under detention were passed without penalties, as the requirements of the Act were held to have been partly or fully complied with.

Except one which infringed both section 18, clause (*e*) of the Customs Act, and section 4 (1) of the Merchandise Marks Act, all the cases adjudicated were under section 18, clauses (*d*), (*e*) and (*f*) of Act VIII of 1878.

Under clause (*d*) of section 18, no cases occurred of importation of goods with false trade marks. On the other hand, several cases of false trade descriptions were detected chiefly as regards number, weight or measure, place of manufacture, and material.

Other false trade descriptions consisted of the application to goods of descriptive expressions in languages (mostly English and Gujarati) other than those of the country of origin.

The marked decline in the number of cases under each of the clauses (*d*), (*e*) and (*f*) of section 18 of the Act is, I believe, due to the fact that the requirements of the Act are now generally known and understood.

The annexed comparative statement, marked B, shews that of the 262 seizures 179 were adjudicated by the Collector, 4 by the First Assistant Collector, and 79 by the Assistant Collector in charge Docks Custom House. No decision has been made the subject of an appeal, though in some cases, on applications and explanations from parties concerned, decisions have been reconsidered. The total recoveries under fines and redemption penalties amounted to R2,740.

During the year 3,766 packages of goods, 4,627 bundles of steel, and 2,600 bars of iron were detained. The annexed statement C shews in detail the disposal of the detained packages.

In only two cases, both of them of German shawls with Indian devices, have heavy fines been inflicted. In one case a R300 substantive and a R300 redemption fine were paid; in the other a R100 substantive fine only was paid, and instead of a R500 redemption fine the goods were re-exported.

The accompanying statement, marked D, shews that during the year 3,676 unstamped pieces of piece-goods of the value of R27,013-10-11 from foreign ports were passed on stamping each piece with its length on standard yards as required by section 10, clause (*f*) of the Act. It

will be noticed that the number of irregularities under clause (*f*) is much smaller than in the previous year.

During the year none of the cases has been either so important or so different from those detailed in last year's report as to make desirable any separate summary of cases.

I would express regret that I have failed to take advantage of the sanction which Government were pleased to accord to the suggestion in last year's report that cognizance should be taken of breaches of the Act detected in Bombay city. The matter has not been lost sight of and certain reported infringements of the Act are under consideration. The difficulty found in taking action has been partly the necessity of securing for the first prosecution a case of importance and one in which the infringement of the Act resulted in injury or loss to some considerable section of the public. My information also is that the sanction granted by Government and its publication both in the European and native papers have had a considerable deterrent effect, and that especially in the matters of length and weight traders have deemed it adviseable to remove misleading labels.

No. 3011, dated 21st June 1892.

Endorsed by the Commissioner of Customs, Salt, Opium, and Abkari, Bombay.

Submitted to Government in the Revenue Department, with reference to Resolution No. 1027, dated the 10th February last.

APPENDIX A.

Administration of the Merchandise Marks Act (details required under Government of India's letter No. 295 S. of 28th November 1890).

Year.	Detentions — Under section 18 — Clause (*d*)	Clause (*e*)	Clause (*f*)	Total of columns 2 to 4.	Confiscations.	Releases — With fine.	Without fine	Detention on information.	Detentions without information	Remarks.
1890 91	268	88	325	681	1	230	450		681	(*A*) In four cases reshipment was allowed, in one as an alternative to confiscation and in three as an alternative to correction of packages
1891-92	180*	42†	40	262		131(*A*)	131(*B*)	..	262	(*B*) Of three cases in which reshipment was ordered in two the goods were reshipped, in the third they were destroyed.

* These include 11 cases which infringed clause (*e*) also

† These include a case which infringed section 4 (1) also

BOMBAY CUSTOM HOUSE;
The 17th June 1892.

J. M. CAMPBELL,
Collector of Land Revenue, Customs, and Opium.

APPENDIX B.

Disposal of cases under the Merchandise Marks Act by officers exercising powers under section 182 of Act VIII of 1878.

Official Year.	Cases disposed of — By the Collector.	By the First Assistant Collector	By the Assistant Collector in charge Docks Custom House	Total of columns 2 to 4	Total penalties under clause 8 of section 167 of the Customs Act.(*d*) R	a.	p.	Total fines in lieu of confiscation under clause 8, section 167 of the Sea Customs Act.(*d*) R	a.	p.
1890-91 . .	(*a*) 590	7	84	681	2,958	0	0	3,731	0	0
1891-92 . .	(*a*) 179	(*b*) 4	79	262	2,132	0	0	(*c*) 608	0	0

(*a*) These include 325 and 35 cases respectively, in which under the general orders of the Collector piece goods were passed on the stamping of length without the submission of a separate report in each case. Of the 179 cases in 1891-92, one was in respect of the overstamping of the weight on packets of brass chains.

(*b*) The four cases disposed of by the First Assistant Collector were in respect of goods imported by Foreign Parcel Post. As they were first offences, the importers were let off with a warning and the goods passed on removing the objectionable labels or marks.

(*c*) In one case the importers elected to reship instead of redeeming for home consumption on payment of a penalty of R500.

(*d*) The penalties and fines in lieu of confiscation are the amounts recovered.

BOMBAY CUSTOM HOUSE;
The 17th June 1892.

J. M. CAMPBELL,
Collector of Land Revenue, Customs, and Opium.

APPENDIX C.

Packages detained under the Merchandise Marks Act, 1891-92.

Year	Number.	HOW DISPOSED OF: Passed. — a With qualification and with fine	Without qualification and with fine	Without qualification and without fine	With qualification and without fine	Reshipped: With fine.	Without fine.	Confiscated	Packages not redeemed on payment of redemption penalty.
1890-91	15,380	3,544	3,785	6,247	1,640	105	7	2	...
	Cases 89,757 Bars 83,401 Bundles 26,304 Slabs 581	Bars 83,401 Bundles 26,304 Slabs 317		Slabs 264	Cases 89,757				
1891-92	3,766	1,680	153	1,019	907	4	3	...	...
	Bundles of steel 4,627 Bars of iron . 2,600		Bundles 2,912	Bundles 1,715 Bars 2,600					

a Qualification means an addition to or alteration in the description or marks upon goods or their covers made to bring them into accordance with the requirements of the law.

BOMBAY CUSTOM HOUSE;
The 17th June 1892.

J. M. CAMPBELL,
Collector of Land Revenue, Customs, and Opium.

APPENDIX D.

Piece goods detained under Section 18, Clause (f), of Act VIII of 1878.

FROM WHERE IMPORTED	PIECES UNSTAMPED: Number. 1890-91	Number. 1891-92.	Value. 1890-91. R	a	p	Value. 1891-92. R	a.	p.
United Kingdom	10,379	475	1,31,574	0	11	9,817	4	8
Foreign European ports	2,916	199	63,084	1	10	4,340	11	3
Chinese ports	2,752	108	29,919	0	0	210	0	0
Asiatic ports (other than China) . . .	4,436	1,887	22,328	15	8	7,755	11	0
Austrian ports						...		
African ports	984	1,007	9,571	4	0	4,890	0	0
TOTAL .	21,467	3,676	2,56,477	15	5	27,013	10	11

BOMBAY CUSTOM HOUSE;
The 17th June 1892.

J. M. CAMPBELL,
Collector of Land Revenue, Customs, and Opium.

No 1033, dated 24th June 1892.

From—R. N. COGHLAN, Esq., Collector of Customs, Karachi,

To—The Commissioner in Sind.

I have the honour to submit statement showing the number of cases dealt with under section 18 of the Sea Customs Act, VIII of 1878, as amended by the Indian Merchandise Marks Act, IV of 1889, during the year 1891-92, together with my report on the working of the Act, agreeably to paragraph 1 of Bombay Government Resolution No. 7387 of the 27th October 1891, received under your endorsement No. 5178, dated 11th November 1891.

2. In the year under report there were in the aggregate 126 cases disposed of under the Act, namely,—

39 under clause (d);
60 under clause (e); and
27 under clause (f).

3. The 39 cases coming under clause (d) were dealt with as follows:—

In 16 the importers were permitted to stamp the name of the country of produce of goods from foreign ports bearing English descriptions on payment of small fines, and in the other 23 cases the goods were passed after compliance with the requirements of the Act and the importers warned. The facts connected with the various cases of infringements of the Act, which came before me for disposal, are as follows:—

(a) Five consignments of lime-juice were imported from London; the bottles were labelled to the effect that the contents were entirely free from alcohol. On examination, however, they were not found to be free from spirits. In three cases importers explained that they were ignorant of the cause of the false

description shewn on the bottles, being only clearing agents for the owners who were up-country. In two instances the goods were imported by the consignees for sale here; these importers in submitting an explanation stated they were unaware of the fact that the lime-juice contained spirits, and that they would be careful in future. In four instances the importers were allowed to remove the labels on payment of small fines. In one instance the quantity of spirit being only 1 per cent. no action was taken in the matter.

A consignment of 12 time-pieces was imported here from London These time-pieces were of American manufacture, and ten out of the twelve had "Seth Thomas, U. S. A." and the other two "Time flies away." There was no indication on the latter two of the country of origin, and the importers explained, as they were only clearing agents for the owner, they could not account for the omission; the time-pieces were allowed to be marked as required by law on payment of a small fine.

(c) Two consignments of sewing machines from America. These were shipped from Liverpool for this port. The machines were marked "N Y. Favourite and patented October 8th, 1878; July 6th, 1880; September 22nd, 1885; October 19th, 1887."

In these instances the letters "N. Y" were considered sufficient indication of the country of origin, and the goods were allowed to pass.

(d) Two consignments of German beer imported from London. In one consignment the bottles were labelled—

"Ameis foortsche Baiersch bier brouweiij (coat of arms) Pilsener Export."

The importers explained that they were merely agents and not the owners, and were consequently unable to explain why the name of the country of origin was omitted. Under the circumstances they were permitted to stamp the bottles as required by law on payment of a fine of R5 and to remove the goods which they did. In the other case there were only two cases of samples of beer having labels with description of contents in the English language, being samples; the words "Bohemian Brewery" and "Berlin" on the labels were considered sufficient and goods passed.

(e) Two consignments of brandy—one of 100 cases German brandy from Hamburg, and the other French brandy from Liverpool. The consignment of German brandy bore the following labels on bottles:—

"Fine Old Hambro Brandy, T. Grose, Hamburg."

The importer explained that he was ignorant of the requirements of the law, and would see that future consignments were duly marked as required. This explanation was considered unsatisfactory, and the importer permitted to remove his goods after labelling the bottles with the name of the country of origin and payment of a fine of R10.

The consignment of 100 cases French brandy had the bottles labelled as under:—

"Please destroy the label on emptying the contents. Fine Old Cognac. J. B. Valle & Co., Bordeaux. Established 1858."

Being merely clearing agents the importers stated they could not account for the omission of the name of the country of produce; they were fined R5 and permitted to remove the goods after due stamping.

(f) One consignment of 81,000 cases petroleum from Batoum. The cases were marked—

"65lbs nett. Highest refined and Fire-tested Petroleum. The united exporters of [trade mark] Batoum. Registered Trade Mark."

In this case the name Batoum was deemed sufficient indication of the country of origin and the oil passed with a warning to the importers.

(g) Nine consignments of Austrian sugar imported from Bremen and Hamburg. All these had English letters on the bags denoting the quality or description of the sugar. In five instances the importers were allowed to pass their sugar after they were duly marked with the name of the country of produce, and in the other four the importers' explanation not having been considered satisfactory they were permitted to stamp their bags on payment of a penalty of R5 in each case.

(h) One consignment of 30 cases port imported from London. The seals on the bottles had the description of contents in the English language. The importers stated in explanation that it was an error on the part of their London agents. This explanation not being deemed satisfactory they were fined R5 and permitted to duly label the bottles, after which they were passed.

(i) One consignment of accordeons from Hamburg. The accordeons were labelled with the description in the English language. This description was considered as intended only for identifying the articles for the convenience of dealers and shop-keepers and they were, in accordance with instructions received with B. G. Resolution No. 8960, dated 15th December 1890, passed without stamping.

(j) One consignment of tobacco imported from America. These 10 cases were shipped from Liverpool. The cases were marked—"Belle of Viginia, Manufactured by David Dunlop, Petersburgh, U. A."

The importers explained that this was their first consignment, and they were not aware of the requirements of the law. This explanation was accepted as the letters U.A. were considered sufficient indication of the country of manufacture, namely, United States of America.

(*k*) One was a consignment of gold and silver thread, valued at R1,170, imported from Trieste *viâ* Bombay. The packets containing the thread were marked "gold thread." The omission to show the name of the country of origin is explained by the importers to be due to oversight on the part of the shippers. This explanation was not accepted, and importers were fined R10 and were allowed to remove the goods after being duly stamped.

(*l*) There were two consignments of window-glass from Antwerp—one was a consignment of 250 cases. These cases were marked in the English language, "glass, this side up, patent <B G G> Karachi." The importers explained that the omission of the name of the country of origin was an oversight. The cases were allowed to pass after they were duly marked with the name of the country of manufacture. The other consignment of 34 cases window-glass were marked "blue," "green", "ruby" and 'enamelled" in the English language. The importers could not satisfactorily explain why the name of the country of manufacture was omitted, they were therefore fined R5 and the cases passed after they were stamped as required by law.

(*m*) One consignment of 50 cases candles was imported from Antwerp. The packets of candles were marked—" De Roubaix Jenar & Co.'s superfine stearine candles, solely manufactured at their works at Brussels."

The importers stated that as the candles were manufactured at "Brussels," that name was shown on the packets. The candles were passed, as Brussels was considered sufficient indication of the country of origin.

(*n*) One consignment of 25 cases aromatic schnapps was imported from London. The liquor, though manufactured in Holland, had labels affixed to the bottles showing the description of the contents in the English language without indicating the country of origin. The importer having satisfactorily explained the omission was permitted to remove the goods after the bottles were duly stamped as required by the Act.

(*o*) One consignment of three bales pot-paper was imported from Trieste *viâ* Bombay. The packet of the paper had wrappers which were marked "made in Austria"; the sheets of paper bore the impression of an anchor and the English words "trade mark." The country of origin shown on the wrappers was considered sufficient, the goods were accordingly allowed to pass.

(*p*) One was a consignment of razors, 24 dozens, from Antwerp; of these 3 dozens were found to have the following inscription on the blades:— "Henry Kaufman & Sons, † Cutlers of Superior Razors, * near High Street, Solingen."

The wrappers, however, had the name of the country of manufacture. The importers stated in explanation that the omission was an oversight; the goods were accordingly passed with a warning.

(*q*) One consignment of hardware and one of zinc sheets were imported from Antwerp. These had English descriptions on the goods; the importer having satisfactorily accounted for the omission of the name of the country of manufacture, the goods were allowed to pass with a warning.

(*r*) A consignment of two cases cigars were imported from Antwerp; the boxes had labels bearing English names. The importers stated they were unable to explain the omission of the name of the country of origin as they were only clearing the cases for the owners; they were fined R5 and allowed to remove the goods after the boxes were stamped as required by law.

(*s*) One consignment of three cases champagne was imported from London; the bottles had labels descriptive of the contents in the English language. The importers having satisfactorily accounted for the omission of the name of the country of origin, the goods were allowed to pass after they were duly stamped.

(*t*) One consignment of one case buttons (shirting) imported from Hamburg. The cards to which the buttons were affixed had the description of the article in the English language. The importers explained that this was their first consignment of these goods, and that they would take such action in the matter as would ensure further shipments being properly marked; they were permitted to remove the goods on payment of a small fine and after the goods were duly marked as required by law.

(*u*) Two consignments of glass beads from Trieste. Both these consisting of two and three cases, respectively, had on the packets of glass beads the following label:— "Made in Bohemia, 12 Bunches six diamond-cut silver beads."

The importers in both cases were warned, and the goods allowed to pass as "Bohemia" was considered sufficient indication of the country of origin.

4. There were 60 cases coming under clause (*e*), *viz.*,—

(*a*) One consignment of marsala, madeira, sherry, port, and champagne imported from Liverpool; the bottles of the wine had labels affixed with the description of

the wine and bore the name of traders in the United Kingdom. The importers having satisfactorily explained the cause of omission of the country of origin the goods were allowed to pass after they were stamped.

(b) One consignment of claret sherry, port, and vermouth from London, bearing similar labels and particulars as the above consignment, was also allowed removal after due stamping.

(c) One consignment of champagne and still hock, one of champagne, port, and sherry, and two of champagne and still hock from London. These bottles had, besides the description of the wine, the names of the dealers or traders in the United Kingdom or British India. In the first two cases, the importers were cautioned and the goods allowed to pass after due stamping; in the latter cases, the importers were fined R5 in each case and allowed to remove the goods after they were labelled as required by law.

(d) Two of claret from Bordeaux and one from Liverpool. In the first two cases, the bottles had the description of the claret on the seals, and the labels had the names of either British or British Indian dealers. The importers having explained that it was an omission on the part of the shippers, the goods were allowed to pass, the word "Bordeaux" having been considered sufficient indication of the country of origin. In the other case of claret from Liverpool the bottles were similarly labelled. Importers' explanation being considered satisfactory, the goods were passed after due stamping.

(e) Six consignments of champagne were imported from London. In one case of 7 cases the importer having satisfactorily explained the omission of the name of the country of produce, the goods were allowed to pass. In another case of 20 cases, the explanation tendered was considered satisfactory as the word "Reims" was deemed sufficient indication of the country of origin and the goods were allowed to pass. In the remaining four cases of 34, 16, 15, and 20 cases the importers were fined and goods passed after due compliance with the requirements of the Act.

(f) There were four consignments of 25 cases, 5 cases, 2 hhds. and 2 cases of port wine from London and Glasgow. The 25 cases from London were allowed to pass after due stamping after warning the importer of the requirements of the Act. The 5 cases from Glasgow and 2 hhds. and 2 cases from London were allowed to be removed on the importer's paying small fines and after the goods were marked with the name of the country of produce.

(g) Four consignments of still hock from London consisting of 40 cases, 18 cases, 6 cases and 15 cases, all bearing names of British Indian dealers. The 40 cases were passed, the words "Reims" being considered sufficient indication of the country of origin. In the other cases the importers were fined R5, R6, and R5, respectively, and after the goods were marked as required by the Act they were allowed to pass.

(h) One was a consignment of 150 cases beer and one of 10 cases mineral water from Antwerp. Both these consignments had labels affixed to the bottles describing the contents in the English language, and showing the names of British Indian dealers. In the former case, being the first offence the importer was cautioned and the 150 cases beer allowed to pass after they were marked. The mineral water was allowed removal on importer's paying a fine of R5 and labelling the bottles with the name of the country of origin.

(i) Ten hhds. of gin and 16 hhds. of brandy were imported from Hamburg; both these consignments were marked with the names of British Indian dealers. The importers stated in explanation that as the spirits were not sold in bulk, but after bottling, they did not consider it necessary to mark the casks with the name of the country of origin; the importers were fined and permitted to remove the casks after they were properly marked.

(j) The following consignments were imported from Antwerp:—Five of nails consisting of 130, 250, 125, 102 and 80 kegs, respectively, and marked with the initials of the names of British or British Indian traders. The 250 kegs were allowed to be removed after they were duly stamped, and the others were passed without stamping, importers having been warned to have their future consignments marked as required by law.

(k) Two of zinc perforated sheets comprising 4 and 2 casks, respectively. The casks bore the initials of the names of British Indian dealers. The four casks were passed without being stamped, importer being warned of the requirements of the Act, and the two casks were passed after they were stamped and the importer had paid a fine.

(l) One of 892 bars and bundles of iron. These were marked with the initials of the names of the British or British Indian dealers. These were passed without stamping with a warning to the importers.

(m) One of 37 beams of steel joists and one of 6 cases of bentwood furniture were also passed without stamping with a similar warning to the importers, having been similarly marked as the above.

(n) Two of 12 barrels and 10 barrels of rosin, respectively. The importers not having satisfactorily explained the reason of the omission of the name of the country of

origin, while the names of British Indian dealers were shown on the casks, on payment of a fine of R5 in each case I allowed removal of the goods after due compliance with the requirements of the Act.

(o) One of three packages enamelled ware, one of 390 iron girders, one of 152 steel beam and one of 33 casks of alizarine. All these bore the initials of the names of British or British Indian dealers. In the case of the enamelled ware, the importer was fined and allowed to remove his goods after stamping. The iron girders were allowed to be stamped before removal was permitted. In the case of the steel beams the importers were fined R5 and allowed the option of removing the goods after stamping. As regards the casks of alizarine, these were marked in the English language with the names of the importers and showed the indication of the country of origin, namely, "made in Germany," in the same language; but besides this the casks were marked with the name of a native dealer of this port in the Guzarati language, but without showing in the same language the name of the country of manufacture; the importers were cautioned and allowed to remove the casks after they were marked.

(p) Eight of glass-ware marked with the names of British or British Indian dealers. These comprised 14 cases, 4 cases, 4 cases, 7, 5 2, 10 and 7 cases. The first two items were passed without stamping after warning the importers. In the other six cases the importers were fined and the goods were allowed to be removed after they were marked with the name of the country of origin.

(q) Eight bags of sugar from Hamburg marked with letters indicating in the English language the description and quality of the sugar, and the initials of the name of firms in British India. The consignments comprised 450, 300, 50, 575, 50, 1400, 2900, and 300 bags, respectively. The first three items were allowed to be removed after the importers had stamped the bags as required by law; the 575 and 50 bags were passed without stamping with a warning to the importers. In the remaining three cases, the importers explained that the shippers were not aware that such goods as bags of sugar required the name of the country of origin to be shown on the bags. This explanation having been considered unsatisfactory, they were fined R5 in each case and permitted to remove the goods after the bags were marked with the name of the country of produce.

5. Under clause (*f*) there were 27 cases, *viz.*,—

(*a*) Seven of consignments of woollen shawls—one was from London, one from Liverpool, three from Bremen, and two from Hamburg.

In the first case, the importers having explained that they were only agents for the owners, and that they were not aware of the infringement, the goods, namely, one case containing 120 shawls, value R420, were allowed to pass on payment of a fine after the shawls were stamped with their lengths. In the second case, the importers stated that the shawls were shipped on consignment without order, and to stamp these shawls would spoil the value and entail heavy loss from handling, and that they would only be sold as a job lot. This explanation not having been considered satisfactory, the importers were fined R5 and the goods, namely, 8 cases containing 150 shawls, value R3,100, allowed to be removed after they were marked with their lengths.

The third item consisted of one case shawls, 120 in number, R360; two cases shawls, 299 in number, R960, and one case shawls, 171 in number, R400, respectively. The importers in explanation stated that they were merely clearing agents for the owners and did not know nor could explain the cause of omission of lengths unless that the shippers were of the opinion that lengths on shawls were not required, and that they would apprise them to send out goods duly marked as required by the Act. The importers were allowed to remove the goods after they were duly stamped and on payment of fines. The two consignments from Hamburg consisted of two cases Cashmere shawls, 125 pieces, value R635, and two cases shawls, 202 pieces, value R909. Both these consignments were passed without requiring the lengths to be stamped on the pieces.

Since these cases occurred Bombay Government Resolution No. 337, dated 16th January 1892, was received, under which shawls are not to be stamped.

(*b*) Six of consignments of woollen piece goods—

(1) two from London;
(2) one from Bremen;
(3) one from Liverpool;
(4) one from Antwerp; and
(5) one from Marseilles.

All these consignments had not their lengths stamped on the pieces. The importers were permitted in all cases save (4) to remove the goods after they were duly marked and on payment of fines. In this (4) case there being only one piece without having its length marked, the importer was permitted to mark it when it was passed.

(*c*) twelve of consignments of cotton coloured piece goods—
two from Hamburg;
four from Persian Gulf ports; and
six from London.

In the two instances of piece goods imported from Hamburg the importers were allowed to stamp lengths on the pieces on payment of small fines. In the case of goods from the

Persian Gulf ports in three instances the goods were permitted to be marked with their lengths on payment of fines. In the fourth instance, the goods having been exported from this port and subsequently re-imported, they were allowed to pass and the importers warned.

In the six consignments from London on all of which the lengths were omitted, the owners of one explained that it was an omission on the part of the shippers, and that they were taking measures to prevent a recurrence; they were fined R5 and goods passed after they were stamped. In the other five the importers stated that they were merely acting as agents for the owners and were not aware of the infringement; they were allowed the option of removing the goods on payment of small fines after due stamping of the goods.

(*d*) Of scarves there were two consignments from Bremen—one consisted of a case containing 30 pieces and the other of a case with 48 pieces. The importers explained they were not aware of the cause of omission on the part of the shippers, as they were only acting as agents, but presumed the shippers considered the marking unnecessary. The importers were permitted to remove the goods after they were duly stamped and on payment of a fine of R5 in each case.

6. During the year under review no appeals were preferred against the orders of the Collector.

7. There is a decrease of 18 cases compared with last year and of 30 in the number of infringements under clause (*f*), which must be regarded as an indication of the requirements of the Indian Merchandise Marks Act having become more generally known to the public here and shippers abroad.

8. I had only one instance of a consignment of five cases of cotton white piece goods, the lengths of which were marked on the inner fold of the pieces. In this case the importers were duly warned and the goods allowed to pass.

9. I am glad to be able to observe that I have not had a single case under any of the clauses of section 18, wherein deliberate fraud was attempted.

Statement showing the number of cases dealt with under Section 18 of the Sea Customs Act, VIII of 1878, as amended by the Indian Merchandise Marks Act, IV of 1889, from 1st April 1891 to 31st March 1892.

Number of cases detained.	Clause and section under which detention was ordered	Detention followed by confiscation.	Detention followed by release with or without fine.	Detention ordered on information received.	Detention ordered without information
39	Section 18, clause (*d*)	*Nil*	39	*Nil*	39
60	" " (*e*)	*Nil*	60	*Nil*	60
27	" " (*f*)	*Nil*	27	*Nil*	27
126		*Nil*	126	*Nil*	126

KARACHI CUSTOM HOUSE;
The 16th June 1892.

R. N. COGHLAN,
Collector of Customs.

No. 3215, dated 30th July 1892.

Memo. by—COLONEL R. J. CRAWFORD, Acting Commissioner in Sind.

The accompanying report on the working of the Indian Merchandise Marks Act, IV of 1889, submitted by the Collector of Customs, Karachi, for the year 1891-92 is submitted to Government in reference to their Resolution No. 7387 of 27th October 1891.

No. 1083 of 24th June 1892.

2. Further information asked for in respect of certain cases is subjoined below:—

(1) Case (*e*) under clause (*d*), paragraph 3 of the Collector's letter, and case (*d*), clause (*e*), paragraph 4 of the Collector's letter.

In both cases the name of the country of origin was omitted, but in one the importers were fined R10 and R5, whereas in the other they were excused. The explanation of the different treatment is that in the former case the consignments were large and valuable, and in the latter they were small and a caution as to the requirements of the law was considered sufficient.

(2) Case (*e*), clause (*d*), paragraph 3 of the Collector's letter (French brandy), and case (*f*), clause (*d*), paragraph 3 of the Collector's letter (petroleum).

In the first case Bordeaux was not considered as a sufficient indication of the name of the country of origin, whereas in the latter "Batoum" was. The following is the Collector's explanation:—

"Under section 18 of the Sea Customs Act, VIII of 1878, clauses (*d*) and (*e*), when goods of foreign manufacture bear trade description or manufacturer's name in the English language, or the names of traders or dealers in the United Kingdom or British India, the *country* of origin has to be shown on such goods, and not the name of the *place*.

"In the case of kerosine oil imported from Batoum, as it was the first offence on the part of the importer, the goods were passed as a special case without being stamped.

"Kerosine oil is imported from two places only, namely, Batoum which is well known to be in Asiatic Russia and from America; there was no reason to suppose that the oil from Batoum was of British origin."

(3) On an enquiry whether "Bordeaux" was not a sufficient indication of the name of the country of origin, the Collector states :—

The word "Bordeaux" on a bottle is not sufficient indication under section 10, clause (1) of Act IV of 1889. The law, as it formerly stood, required both the *place* and the country to be indicated on the label, but since the Act was amended by Act IX of 1891, the country of origin only is now required, and unless it is indicated always it would be difficult to enforce compliance with the Acts."

(4) Case (*k*) under clause (*d*), paragraph 3 of the Collector's letter (two consignments of glass beads from Trieste).

It is not clear that a warning was needed in this case. The Collector states that "made in Bohemia" on the label was not sufficient according to law, and that it should have been "made in Austria." In the Commissioner's opinion this view cannot be sustained, and he would request the orders of Government on the point. It seems to him that an article is as properly marked if labelled "made in Hanover" or "made in Prussia" as "made in Germany." Properly speaking Bohemia is a province of the "Austro-Hungarian Empire," not of Austria.

(5) Case (*l*), clause (*c*), paragraph 4 of the Collector's letter.

The Commissioner was not sure whether it was possible to insist on bars and bundles of iron being stamped with the country of origin But the Collector explains that this is the fact, and that this requirement of the law is insisted on at the Bombay Custom House, the procedure at which is invariably followed at Karachi as far as possible

(6) Case (*j*), clause (*d*), paragraph 3 of Collector's letter.

VA. stands for Virginia, not for United States of America. This has been pointed out to the Collector.

3. Government will recognise that care and attention are paid to the enforcement of the Act in Karachi.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No XXXII OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS

N B—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

Railway.	Average earnings per mile per week in 1891-92	Week ending 21st November 1891: Mean mileage worked	Week ending 21st November 1891: Earnings: Total.	Week ending 21st November 1891: Earnings: Per mile open per week	Week ending 19th November 1892: Mean mileage worked	Week ending 19th November 1892: Earnings: Total.	Week ending 19th November 1892: Earnings: Per mile open per week	Earnings from 1st April to 21st November 1891.	Earnings from 1st April to 19th November 1892	Increases in 1892-93	Decreases in 1892-93
	R	Miles	R	R	Miles	R	R	R	R	R	R
State lines worked by companies											
Standard gauge—											
East Indian (*a*)	500	1,634	10,39,787	636	1,639	10,47,195	639	3,12,43,767	3,03,96,263	.	8,47,504
Bengal Nagpur	150	831	91,851	111	831	1,03,019	124	36,12,870	33,24,419	...	2,88,451
Indian Midland	127	752	1,01,589	135	752	92,484	123	28,63,207	29,73,601	1,12,394	..
Metre gauge—											
Rajputana-Malwa	253	1,672	4,10,377	245	1,674	4,00,000	239	1,31,67,229	1,34,01,508	2,34,279	
South Indian	150	901	1,21,690	135	1,106	1,45,315	131	45,86,315	48,20,331	2,34,016	
Southern Mahratta	86	1,044	99,322	95	1,044	1,14,799	110	29,38,143	27,44,767		1,93,376
Bengal and North Western (*b*)	130	739	1,21,946	165	755	97,680	129	31,49,671	32,47,605	97,934	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	10,187	51	199	10,756	54	3,13,632	3,92,480	78,848	
TOTAL	250	7,772	19,96,749	257	8,000	20,11,248	251	6,18,74,834	6,13,02,974		5,71,860
State lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	2,305	7,57,643	316	2,511	5,28,023	210	2,10,55,664	1,53,06,932		57,48,732
Oudh and Rohilkhand	244	692	1,85,232	268	692	1,53,904	222	53,60,419	51,56,967	...	2,03,452
Eastern Bengal (including metre and 2' 6 gauges)	284	777	2,74,813	354	777	3,01,980	380	77,31,508	76,18,689	.	1,12,819
Bengal Central (*d*)	117	125	19,606	157	125	15,100	121	4,88,257	4,83,858	..	4,399
Metre gauge—											
Burma (*e*)	203	609	1,26,148	207	715	1,02,975	144	33,12,411	40,11,839	6,99,478	
Special gauges—											
Jorhát	47	28	1,357	48	28	1,227	44	43,400	46,667	3,267	
Cherra-Companyganj	44	8	300	37	8	42.	53	10,933	9,037		[illegible]
TOTAL	251	4,634	13,65,099	295	4,856	11,03,631	227	3,80,02,592	3,26,34,939		53,67,653
Lines worked by guaranteed companies											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,492	8,87,425	595	1,490	6,74,922	453	2,68,18,564	2,27,56,475		40,62,089
Bombay, Baroda and Central India	590	461	2,69,223	582	461	2,35,000	510	87,41,609	88,19,756	78,147	...
Madras	210	840	1,52,088	181	840	1,9 ,849	227	60,18,453	58,51,365		1,67,088
TOTAL	468	2,793	13,07,736	468	2,791	11,00,771	394	4,15,78,626	3,74,27,596		41,51,030
TOTAL (GUARANTEED AND STATE)	290	15,199	46,69,584	307	15,647	42,15,650	269	14,14,56,052	13,13,65,500		1,00,90,543
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	24,400	151	162	27,532	170	7,09,011	6,88,887	.	20,124
Tárakeshwar	258	22	6,83.	311	22	5,367	244	1,85,778	1,82,2.8	.	3,550
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	6,995	104	67	4,861	73	2,69,590	3,03,050	33,460	...
Dibru-Sadiya	128	78	9,164	117	78	9,471	121	3,29,005	3,30,653	1,648	
TOTAL	135	329	47,391	144	329	47,231	144	14,93,384	15,04,818	11,434	
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	57,105	161	354	63,627	180	17,10,951	16,57,162	..	53,789
The Gaekwar's Petlád	91	13	1,244	96	13	920	71	39,276	38,712		564
Metre gauge—											
Southern Mahratta (Mysore sec)	86	296	24,040	84	311	32,286	104	8,73,791	9,10,558	36,767	...
The Gaekwar's Mehsána	50	93	5,066	54	93	4,630	50	1,24,450	1,57,328	32,878	..
Kolhápur	55	29	1,375	47	29	2,072	71	(*g*) 49,756	57,556	7,800	.
Special gauge—											
The Gaekwar's Dabhoi	55	72	5,362	74	72	3,583	50	1,30,044	1,52,799	22,755	...
TOTAL	107	857	95,094	111	872	1,07,118	123	29,28,268	29,74,115	45,847	..
Lines owned by native states and worked by state railway agency											
Standard gauge											
Rájpura-Bhatinda	118	108	8,017	83	108	8,899	82	4,11,028	3,03,270		1,07,758
Lines owned and worked by native states											
Metre gauge—											
Bhávnagar-Gondal Junágarh-Porbandar	83	334	28,853	86	334	27,702	83	8,95,392	10,18,944	1,23,552	...
Jodhpur-Bickaneer	72	223	12,071	57	291	15,992	55	3,94,573	5,81,080	1,80,507	...
Special gauge—											
Morvi	63	94	6,196	66	94	5,637	60	2,07,252	2,02,432	...	4,82
TOTAL	76	651	47,720	73	719	49,331	69	14,97,217	18,02,456	3,05,239	.
GRAND TOTAL	269	17,144	48,68,706	284	17,675	44,28,229	251	14,77,85,949	13,79,50,168	..	98,35,78

(*a*) Includes the Patna-Gya state railway.
(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*d*) Although for convenience classed amongst the state railways, this line the property of the Bengal Central railway company.
(*e*) Includes the Mu Valley state railway.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways
(*g*) Total receipts from 21st April to 21st November 1891.

F. B. HEBBERT, *M. Inst. C.E*,
Under Secretary.



The Gazette of India.

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No. 50.} CALCUTTA, SATURDAY, DECEMBER 10, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, etc.

HOME DEPARTMENT.

NOTIFICATIONS.

MEDICAL.

Calcutta, the 5th December, 1892.

No. 687.—The services of Surgeon-Captain U. N. Mukerji, M. D., Bengal Establishment, are placed temporarily at the disposal of the Chief Commissioner of Burma.

JAILS.

The 9th December, 1892.

No. 728.—The services of Surgeon-Major T. R. Macdonald, Superintendent of the Nagpur Central Jail, are placed permanently at the disposal of the Government of Bengal.

ECCLESIASTICAL.

The 5th December, 1892.

No. 321.—The Reverend R. J. Langford, a Senior Chaplain on the Bengal Ecclesiastical Establishment, is appointed to be Chaplain of Nagpur in the Central Provinces, with effect from the 17th October, 1892, or the subsequent date on which he assumed charge of his duties.

C. J. LYALL,
Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATIONS.

FORESTS.

Calcutta the 9th December, 1892.

No. 1491-F.—ERRATUM.—In the Notification of this Department, No. 1328-F., dated the 28th October last, *for* the date, 29th December 1891, entered against the names of Messrs. Hatt, Trafford, and Long, *read* "28th December 1891."

HORSE-BREEDING AND AGRICULTURAL STOCK.

The 8th December, 1892.

No. 2877—I.—Veterinary Lieutenant G. H. Evans is appointed to the Civil Veterinary Department on probation, with effect from 1st April, 1892, and posted to Burma.

J. W. P. MUIR-MACKENZIE,

Offg. Secretary to the Govt. of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 5th December, 1892.

No. 1966-G.—With reference to Foreign Department notification, No. 608-G., dated the 14th April, 1892, Mr. R. P. Heilgers, Consul for the Austro-Hungarian Empire at Calcutta, resumed charge of his office on the 22nd November, 1892.

No. 1969-G.—Munshi Damodhar Lal, Deputy Magistrate, Kekri, is appointed to be Extra Assistant Commissioner, 2nd grade, and Treasury Officer, Ajmere, substantive *pro tempore*, with effect from the date of assuming charge, *vice* Munshi Balmokand Das, transferred to foreign service.

The 6th December, 1892.

No 1975-G.—Captain L. S. Newmarch, Indian Staff Corps, Officiating Political Agent of the 3rd class, is posted as Second Assistant, and Assistant Secretary for Berar, to the Resident at Hyderabad.

Mr. O. V. Bosanquet, Indian Civil Service, Officiating Political Agent of the 3rd class, is posted as First Assistant to the Governor-General's Agent in Rajputana and Chief Commissioner of Ajmere-Merwara.

The 8th December, 1892.

No. 1986-G.—Surgeon-Captain S. H. Henderson, M.B., Indian Medical Service (Bengal), Medical Officer, 35th Bengal Infantry, is appointed to the medical charge of the Bundelkhand Political Agency, in addition to his military duties, with effect from the 7th November, 1892.

H. M. DURAND,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Calcutta, the 9th December, 1892.

No. 4906-P.—Mr. L. E. Pritchard, Assistant Comptroller, Hyderabad, is granted privilege leave for one month and ten days, with effect from the 24th November, 1892.

No. 4942-P.—Babu Jyotish Chandra Mitra is appointed a Probationer in Class VII of the Enrolled List of the Financial Department, with effect from the 27th November, 1892, and is attached to the Office of the Comptroller, Burma.

PAPER CURRENCY.

The 9th December, 1892.

No. 4937-A.—*Abstract of the Accounts of the Department of Issue of Paper Currency on the 30th November, 1892, published as required by Section 27 of the Indian Paper Currency Act, XX of 1882.*

CIRCLES OF ISSUE.	Whole Amount of notes in circulation.	RESERVE IN SILVER COIN AND BULLION.		
		Coin.	Bullion.	TOTAL.
	R	R	R	R
Calcutta .	10,21,51,725	2,52,75,231	68,85,316	3,21,60,547
Allahabad .	1,31,19,055	1,92,53,975	...	1,92,53,975
Lahore .	1,72,01,835	1,89,60,455	...	1,89,60,455
Bombay .	10,14,09,900	7,89,29,562	61,24,846	8,50,54,408
Kurrachee .	92,44,185	60,03,835	...	60,03,835
Madras .	2,89,84,445	1,53,22,500	45,000	1,53,67,500
Calicut .	10,19,625	3,84,275	...	3,84,275
Rangoon .	1,51,61,460	3,17,07,295	...	3,17,07,295
TOTAL .	28,82,92,290	19,58,37,128	1,30,55,162	20,88,92,290
Deduct amount received at Allahabad, but not paid at Calcutta.				1,00,000
Deduct amount received at Bombay, but not paid at Kurrachee.				5,00,000
NET TOTAL .				20,82,92,290
Price paid for Government Securities of the nominal value of R8,15,95,000 held under Section 19 of the Act				8,00,00,000
GRAND TOTAL .				28,82,92,290

STEPHEN JACOB,

Offg. Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 9th December, 1892.

APPOINTMENTS.

ADJUTANT GENERAL'S DEPARTMENT.

No. 1140.—Captain and Brevet Major W. du G. Gray, 4th Punjab Infantry, to be a Deputy Assistant Adjutant General on the Establishment, *vice* Captain J. Lamb, appointed 2nd-in-command, 22nd Bengal Infantry, dated 14th November, 1892.

COMMISSARIAT-TRANSPORT DEPARTMENT.

No. 1141.—Lieutenant H. R. Troup, Indian Staff Corps, 26th Madras Infantry, to be Deputy Assistant Commissary General, 2nd class, on probation, with effect from the 21st October, 1892. (Joined his appointment on the 24th November, 1892.)

HYDERABAD CONTINGENT.

No. 1142.—*4th Lancers*—

Second-Lieutenant M. H. Henderson, 7th Dragoon Guards, a candidate for the Indian Staff Corps, to be officiating Squadron Officer, on probation, with effect from the 17th November, 1892.

MEDICAL DEPARTMENT.

No. 1143.—The undermentioned Surgeon Lieutenants appointed to the Bengal establishment in G. G. O. No. 910 of 1892, reported their arrival at Bombay on the date specified :—

Patrick Balfour Haig.
Thomas William Archer Fullerton.
Ralph Henry Maddox.
Harry George Melville.
Arthur Oldham Hubbard.
Herbert Austen Smith.
George McIver Campbell Smith.
Joseph George Hulbert.
} 1st November, 1892.

MILITARY ACCOUNTS DEPARTMENT.

No. 1144.—Lieutenant R. W. C. Keays, Assistant Military Accountant 3rd class, on probation, is confirmed in that appointment, with effect from the 2nd November, 1891.

ORDNANCE DEPARTMENT.

No. 1145.—Lieutenant R. T. Moore, Royal Artillery, to officiate as Ordnance officer, 4th class, to fill an existing vacancy, with effect from the 29th November, 1892.

STAFF CORPS.

No 1146.—The undermentioned officers having completed eighteen months' probationary service are admitted to the Indian Staff Corps with effect from the dates specified, subject to confirmation by the Secretary of State for India :—

Lieutenant Clarence Edward Lees, Durham Light Infantry, officiating Wing Officer, 34th Bengal Infantry,—10th May, 1891.

Second-Lieutenant Arthur Keith Hudson, Connaught Rangers, officiating Squadron Officer, 17th Bengal Cavalry,—15th April, 1891.

Second-Lieutenant Hudson will rank as Lieutenant in the Indian Staff Corps from the 15th April, 1891, subject to Her Majesty's approval.

No. 1147—Second-Lieutenant Edward Henry Payne, Oxfordshire Light Infantry, officiating Wing Officer, 8th Regiment of Madras Infantry, having completed eighteen months' probationary service, is admitted to the Indian Staff Corps from the 8th November, 1890, subject to confirmation by the Secretary of State for India.

Second-Lieutenant Payne will rank as Lieutenant in the Indian Staff Corps from the above date, subject to Her Majesty's approval.

No. 1148.—The following direct appointment is made with effect from the date of joining :—

15th Bengal Lancers.

Faizullah Khan to be Ressaidar on probation, to fill an existing vacancy.

FURLOUGH AND LEAVE.

No. 1149.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the staff corps ; the specified period to count from the date of being struck off duty :—

Lieutenant-Colonel R. H. F. Rennick, Indian Staff Corps, Commandant, 18th Bengal Infantry, for one year. Pension service—31st year, commenced 18th December, 1891.

Major F. G. L. Mainwaring, Indian Staff Corps, Wing Commander and 2nd-in-command, 29th Bengal Infantry, for one year. Pension service—21st year, commenced 30th December, 1891.

No. 1150—The undermentioned officers are granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps ; the leave to have effect in India from the date of being struck off duty till the date of sailing ; the specified period to count from date of leaving India :—

Lieutenant E de V. Wintle, Indian Staff Corps, Squadron Officer, 15th Bengal Lancers, for one year. Pension service—9th year, commenced 6th February, 1892.

Lieutenant W. I Ryder, Indian Staff Corps, Wing Officer, 2nd Battalion, 1st Gurkha Rifles, for one year. Pension service—9th year, commenced 23rd August, 1892.

Lieutenant F. G. C. Humfrey, Indian Staff Corps, 12th Bengal Cavalry, for four months. Pension service—5th year, commenced 22nd August, 1892.

No. 1151.—The undermentioned officers are granted furlough out of India under article 689, Army Regulations, India, volume I, part I :—

Major R. L. A. Pennington, Northumberland Fusiliers, Deputy Assistant Adjutant General for Musketry, (p. a) for eight months.

Major R. A. C. King, Royal Artillery, Ordnance officer, 2nd class, (p. a.) for eight months

No. 1152.—Captain F. H. Kelly, Royal Engineers, Executive Engineer, 3rd grade, Military Works Department, has been granted by the Secretary of State for India leave out of India (p. a.) for one year under the leave rules for the Staff Corps with effect from the 1st December, 1892. Pension service—13th year, commenced 10th January, 1892.

No. 1153—Colonel J. M. Sym, C.B., Indian Staff Corps, having vacated regimental command on 27th September, 1892, has been permitted by the Secretary of State for India to reside out of India.

No. 1154.—The undermentioned officers have been granted extensions of furlough or leave by the Secretary of State for India :—

Colonel H. A. Little, C.B., Indian Staff Corps, Colonel on the Staff, Fyzabad, (m. c.) for six months.

Captain and Brevet-Major H. Mansfield, Indian Staff Corps, Assistant Commissary General, 3rd class, (m c.) for three months.

Captain C B Judge, Indian Staff Corps, Wing Commander, 1st Battalion, 2nd Gurkha Rifles, (m c) for one month

Lieutenant A C H Smithett, Indian Staff Corps, Squadron Officer, 13th Bengal Lancers (p a) for fourteen days

Lieutenant F M J Burn, Royal Engineers, Assistant Engineer, 2nd grade, Public Works Department, (m c.) for three months

No 1155—Mr J Jones, Assistant Military Accountant, is granted leave (p a) for six months, under article 377, Civil Service Regulations

LONDON GAZETTE.

No 1156—The following extracts are published for general information —

"*London Gazette,' dated the 15th November 1892, page 6405*

WAR OFFICE, PALL MALL,

15th November, 1892

* * * * * * *

MEMORANDA

Lieutenant-Colonel P J Maitland, Indian Staff Corps, is granted the substantive rank of Colonel in the Army on appointment as First Deputy-Secretary to the Government of India (Military Department) Dated 11th August, 1892

* * * * * * *

INDIAN STAFF CORPS

Colonel William Rice Morland Holroyd is transferred to the Unemployed Supernumerary List Dated 28th October, 1892

PENSIONS.

No. 1157—Mr J M O'Brian Deputy Examiner, 1st grade, Military Accounts Department, was permitted to retire from the service, with effect from the 1st August, 1892.

PROMOTIONS.

ORDNANCE DEPARTMENT

Bengal

No 1158—The undermentioned Sub-Conductors, on probation, are confirmed in their present grade, with effect from the dates specified :—

Bertram Charles Taylor, 23rd April, 1892, *seconded*

William Edmund Bowder, 23rd April, 1892.

Alfred James Dorkins, 27th April, 1892.

William Horatio Turkington, 25th June, 1892

Bombay.

No 1159.—Sub Conductor Albert Craven on probation, is confirmed in the warrant grade, with effect from the 24th July, 1892.

TELEGRAPH DEPARTMENT

No 1160.—Sergeant C J Jameson, of the Bengal Unattached List, serving in the Indian Telegraph Department, is promoted to the rank of Sub-Conductor, with effect from the 1st April, 1892, to fill an existing vacancy

NATIVE ARMY

No. 1161—*6th Bengal Infantry*—

Havildar Akbar Khan to be Jemadar, *vice* Mahdi Husain, transferred to the pension establishment, with effect from the 1st September, 1892

No 1162—*1st Battalion, 4th Gurkha Rifles*—

Color Havildar Kaman Singh Rána to be Jemadar *vice* Nandiam Thapa, transferred to the pension establishment, with effect from the 16th October, 1892

RETIREMENTS.

No. 1163—Surgeon Colonel John Charles Morice Principal Medical Officer, Presidency District, has been permitted by the Secretary of State for India to retire from the service with effect from the 24th October, 1892, subject to Her Majesty's approval

No 1164—First grade senior apothecary Thomas Price, Bengal is permitted to retire from the service, subject to Her Majesty's approval

VOLUNTEER CORPS.

PROMOTIONS

No 1165—*Northern Bengal Mounted Rifles*—

Mr Alexander Robertson Lamont to be Second-Lieutenant, *vice* Hogarth, resigned

No 1166—*1st Battalion, Calcutta Volunteer Rifle Corps*—

Mr Charles Frederick Larmour to be Lieutenant, *vice* Pope, resigned

No 1167—*Cawnpore Volunteer Rifle Corps*—

Second-Lieutenant Alexander McRobert to be Lieutenant, *vice* Harwood, transferred to the supernumerary list

Mr Albert Priestley to be Second-Lieutenant, *vice* Fremantle, resigned

Mr Charles Thomas Evans to be Second-Lieutenant, *vice* McRobert, promoted

No 1168—*Hyderabad Volunteer Rifle Corps*—

Mr Robert Arden Dalrymple Sewell to be Second-Lieutenant to complete the establishment

RESIGNATIONS.

No 1169—*Behar Light Horse*—

Lieutenant W O Macgregor resigns his commission

No 1170.—*Cawnpore Volunteer Rifle Corps*—

Second-Lieutenant S. H. Fremantle resigns his commission

MARINE DEPARTMENT.

FURLOUGH AND LEAVE.

No. 63.—The undermentioned officer was granted, by the Secretary of State for India, six months' leave, on medical certificate, from 22nd May, 1892, under the leave rules contained in Marine Circular No. 7 of 1892:—

Sub-Lieutenant F. Dobson, Royal Indian Marine, and Assistant Surveyor, 4th class, Marine Survey of India.

No. 64.—The undermentioned officer is granted leave in India on private affairs, under the leave rules contained in Marine Circular No. 7, dated the 26th April, 1892; the specified period to count from the date of being struck off duty:—

Mr. J. J. Walmsley, Assistant Engineer, Royal Indian Marine, for twelve months.

(G. G. O. No. 56 of 1892 is cancelled.)

No. 65.—The undermentioned officer is granted leave to proceed out of India on medical certificate, under the leave rules contained in Marine Circular No. 7, dated the 26th April, 1892; the specified period to count from the date of leaving India:—

Lieutenant T. J. Walker, Royal Indian Marine, for six months.

No. 66.—The undermentioned officer has been granted an extension of leave by the Secretary of State for India:—

Sub-Lieutenant D. F. Vines, Royal Indian Marine, (m. c.) for two months.

E. H. H. COLLEN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 9th December, 1892.

Statement of Deposits on account of Estates between the 26th November and the 9th December, 1892

On whose account.	Rank	Corps.	Date of decease.	Testate or intestate.	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					R a. p.		
Charles Winston Dugan (a)	2nd Lieutenant	7th Dragoon Guards.	3rd May, 1892	Intestate	951 15 7		8th February, 1893.

(a) *Father*—

Charles Winston Dugan, Esq., Lurgan, Co. Armagh, Ireland.

E H H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 3rd December, 1892.

No. 429.—Mr. C. Vincent, Executive Engineer, 2nd grade, Madras, whose services have been placed permanently at the disposal of the Government of India by that Government, is posted to the Central Provinces, with effect from the 26th October, 1892, and is promoted to Executive Engineer, 1st grade; Mr. Vincent will, however, continue to hold his present appointment of Under-Secretary to the Government of India in the Public Works Department.

The 6th December, 1892.

No. 430—Mr. F. E. Godfrey, Examiner of Accounts, is, on return from furlough, posted temporarily to the Office of the Accountant General, Public Works Department.

The 7th December, 1892.

No. 431.—The following transfers are ordered.—

Mr G. A. C. Laval, Deputy Examiner of Accounts from the Office of the Examiner of Accounts, Oudh and Rohilkhand Railway, to that of the Examiner of Accounts, East Coast State Railway.

Mr. J A. Ryan, Deputy Examiner of Accounts, from the Office of the Examiner of Accounts, East Coast State Railway, to that of the Examiner of Accounts, Oudh and Rohilkhand Railway.

No 432.—Major B. Scott, C.I.E, R.E., Executive Engineer, 2nd grade, State Railways, whose services were lent to the Finance and Commerce Department, is appointed to officiate as Deputy Consulting Engineer for Railways, Bombay, with effect from the forenoon of the 26th November, 1892.

No. 433—Mr W Playfair, Assistant Engineer, 2nd grade, Punjab, is, at his own request, permitted to resign the service of Government

The 8h December, 1892

No. 434—With reference to Government of India, Public Works Department, Notification No 402 of the 10th November, 1892, Mr R J. Woods, Executive Engineer 4th grade, State Railways, is appointed Engineer-in-Chief of the Chittagong-Akyab-Minhla Railway Survey, with the rank of Superintendent of Works, from the date of taking up the duties of the appointment

No. 435—With reference to Public Works Department Notification No 134, dated 12th April, 1892, Mr E F Jacob, Officiating Traffic Superintendent, North-Western Railway, is confirmed in his appointment as Traffic Superintendent in class I, grade 2, with effect from the 23rd May, 1892

TELEGRAPH

The 9th December, 1892

No. 436.—Mr R. T Gibbs, Assistant Superintendent, class VI, 2nd grade, ***temporary rank,*** Indian Telegraph Department, officiated as a Superintendent, class V, 2nd grade, for the period from 18th September, 1892, to 11th November, 1892, both days inclusive

F L O'CALLAGHAN,
Secretary to the Government of India



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 10, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Revised rates from 1st January, 1887.

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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page, 2 pice.

— — —

By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

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Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 7th December 1892.

NOTIFICATIONS.

No 3307P.—Applications in respect of the under-mentioned inventions have been filed during the week ending the 3rd December 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 303 of 1892.—Charles James Fauvel, of No. 15, George Street, Mansion House, in the City of London, England, Assayer and Mining Engineer, for an improved furnace and method for the treatment of refractory ores.

No. 304 of 1892.—John Harper, Manager, Marshall Sons and Company, Limited, No 1, Toll Bazar Street, Calcutta, for improvements in clamps for holding together material compressed by hydraulic or other pressure.

No. 305 of 1892.—Edmund Robert Baller, of No. 27, Martin's Lane, London, E. C., England, Engraver, for an improved means of preventing person's fingers, clothing, and other articles being shut between the hinged side of doors and frames.

No. 306 of 1892.—Rudolf Diesel, Engineer, of Berlin, Prussia, German Empire, for a process for producing motive work from the combustion of fuel.

No. 307 of 1892.—Reuben Reynolds, of Sandal, near Wakefield, in the County of York, England, Corn Miller, for improvements in apparatus for drying and conditioning grain or other material.

No. 308 of 1892.—Isaac Jackson, of Glossop, in the County of Derby, England, Belt-fastener Manufacturer, for improvements in and connected with driving belts.

No. 309 of 1892.—Federico Capone, of Altavilla, Irpina, in the Kingdom of Italy, for improvements in and relating to flying machines.

No. 310 of 1892.—Bernard Coventry, Indigo Planter, of Dulsing Sarai, in the district of Tirhoot, for the improvement of indigo manufacture.

No. 311 of 1892.—William Richard Sumption Jones, Carriage and Waggon Superintendent, Rajputana State Railway, of Ajmere, Rajputana, for improvements in central buffers for railway and other vehicles.

No. 3308P.—Specifications of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of

one rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 240 of 1892.—Frederick Reilly, Executive Engineer, Public Works Department, North-Western Railway, Saharanpore, North-Western Provinces, for rigidly connecting gates at road level-crossings over railways. (Filed 18th November 1892.)

No. 262 of 1891.—George Dubern, Manager of the Calcutta Ice Association, in the town of Calcutta, No. 89, Lower Circular Road, for improved ærated water machinery. (Filed 2nd August 1892.)

No. 264 of 1892.—Clarence Canning Hearsay, Gentleman, of Lakhimpur, in the province of Oudh, India, for the improved method of sustaining the combustion of charcoal or other materials used in the smoking of *hookahs* with *chillums*. (Filed 30th November 1892.)

No. 265 of 1892.—Benja De Lissa, Gentleman, and John Alston Wallace, landed proprietor, both of Collins Street Melbourne, in the Colony of Victoria, Australia, for an improved method of and apparatus to be used in the manufacture and storage of inflammable gas for general purposes. (Filed 28th November 1892.)

No. 3309P.—The fee prescribed in Schedule 4 of Act V of 1888 has been paid for the continuance of exclusive privilege during the period 2nd January 1893 to 1st January 1894 in respect of the under-mentioned invention:—

No 97 of 1888.—Stephen Alley and John Alexander MacLellan, Engineers, of Sentinel Works, Palmadie, in the County of Renfrew, Scotland, for improvements in and connected with apparatus for making moulds for casting.

M. W. ROGERS, *Lieut.-Col., R. E.,*
Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 6th December, 1892

LIABILITIES	R	a	p	R	a	p
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
Public Deposits at Head Office	1,05,46,036	6	10	1,70,69,252	5	9
Public Deposits at Branches	65,23,215	14	11			
Other Deposits at Head Office and Branches				5,73,49,354	6	4
Bank Post Bills, etc				9,45,021	0	7
Sundries				32,77,879	4	9
RUPEES				10,34,41,507	1	5

ASSETS	R	a	p	R	a	p
Government Securities				73,81,445	0	0
Other authorized Investments				65,28,157	4	0
Loans on Government and other authorized Securities				75,2[illegible],391	11	1
Accounts of Credit on Government and other authorized Securities				81,14,020	2	9
Bills discounted and purchased				2,49,58,335	1	1
Balances with other Banks				9,37,404	15	2
Bullion				2,54,135	5	4
Dead Stock				12,40,708	3	9
Stamps				10,031	4	0
Sundries				18,07,422	12	6
				5,87,91,951	11	8
Cash and Currency Notes at Head Office	1,74,40,112	10	5	4,46,49,555	5	9
Cash and Currency Notes at Branches	2,72,09,442	11	4			
RUPEES				10,34,41,507	1	5

BANK OF BENGAL,
Calcutta, the 8th December, 1892.

E. J. BIRCH,
Offg. Chief Accountant.
Rate for Demand Loans 3 per cent.
Percentage 56 7.

By Order of the Directors,
W. D. CRUICKSHANK,
Secretary and Treasurer.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India and outstanding in the Books of the Bank of Bengal on the 30th November, 1892.

PARTICULARS.	3½ per cent Transfer Loan of 1853-54	4 per cent Loans: Of 1832-33	Of 1835-36	Of 1842-43	Of 1854-55	Transfer of 1865	Reduced 4 per cent Loan of 1879	Total.	4½ per cent Loans: Of 1870	Of 1878	Transfer Loan of 1879 4½ per cent Portion	Total.	Transfer Loan of 1879, Seven Shillings per cent Portion	5 per cent Loan of 1856-57	GRAND TOTAL.
Balance of 15th November, 1892	55,200	12,34,027	21,46,600	3,53,36,900	16,02,19,500	4,03,18,500	1,90,60,000	25,83,15,527	36,000	2,23,700	61,29,800	63,89,500	1,34,800	31,200	26,49,26,227
Add— Amount of 4/4 notes transferred to 5/4 in London	.	...		600	..	...	.	600	...	...	..	...		..	600
Amount of 4/4 notes transferred to 6/4 in London	...	...	..	...	1,000	..	...	1,000	...	...	.	...	...	..	1,000
Amount of 4/4 notes transferred to 6 4 in London	...	.		..	...		...	..			...	...	.		
Amount enfaced at Madras between 16th and 30th November, 1892	...	...	-	5,000	4,000	1,20,600	2,000	1,31,600	.	.		.		...	1,31,600
Amount enfaced at Bombay between 16th and 30th November, 1892		.		1,03,900	53,500	15,500	4,000	1,76,900	.	...	...		...	..	1,76,900
Amount enfaced at Calcutta between 16th and 30th November, 1892	...		...	2,000	3,000	20,500		34,500		.	500	500			35,000
	55,200	12,34,027	21,46,600	3,54,48,400	16,02,81,000	4,04,84,100	1,90,66,000	25,80,60,127	36,000	2,23,700	61,30,300	63,90,000	1,34,800	31,200	26,52,71,327
Deduct— Amount written off in the London Registers	...	...	1,600	30,000	5,72,900	3,60,600	5,000	9,70,100			500	500	.	..	9,70,600
Balance on 30th November, 1892	55,200	12,34,027	21,45,000	3,54,18,400	15,97,08,100	4,01,23,500	1,00,01,000	25,76,90,027	36,000	2,23,700	61,29,800	63,89,500	1,34,800	31,200	26,43,00,727

NOTE.—From 9th June, 1892, to 30th Sept., 1892, enfaced from India 8,0 c lakhs, re transferred from London 6 43 lakhs
" 1st Oct., 1892, " 15th Oct. " ditto 5 " ditto 0 "
" 16th " " " 31st " " ditto 8 " ditto 1 "
" 1st Nov. " " 15th Nov " ditto 19 " ditto 34 "
" 16th " " " 30th " " ditto 3 " ditto 9 "

8,055 lakhs. 6,96 lakhs
6,90 "

Balance against India 1,289 lakhs.

PUBLIC DEBT OFFICE,
BANK OF BENGAL;

W. D. CRUICKSHANK,
Secretary & Treasurer

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 7th December, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 30th November 1892	40,82,092	
Value of Government silver in the Mint on the same date	24,81,191	
		71,63,283
ADD—		
Silver received by the Mint during the week on account of the Currency Department	3,80,573	
Ditto ditto Government	57	
		3,80,630
		75,43,913
DEDUCT—		
New coin paid to Reserve Treasury during the week	9,00,000	
Petty items issued for miscellaneous purposes	9,399	
		9,09,399
Balance on the evening of the 7th December, 1892		66,34,514
The Balance comprises—		
Silver held on account of the Currency Department	41,84,125	
Ditto ditto Government	24,50,389	
		66,34,514
There is in addition awaiting assay—		
Bullion belonging to Private Individuals		
Ditto ditto Government		

A. W. BAIRD, *Lieut Col, R E,*
Master of the Mint.

CALCUTTA MINT,
The 8th December, 1892

SURVEY OF INDIA DEPARTMENT

NOTIFICATIONS

Calcutta, the 2nd December, 1892

No 950.—In Notification No 940 dated 27th October, 1892, *for* "forenoon of the 12th October, 1892," *read* "afternoon of the 7th October, 1892"

No. 951—The following temporary promotions are made, with effect from 1st November, 1892, to fill existing vacancies:—

Lieutenant C. L. D. Monce, R E, Assistant Superintendent 2nd grade to officiate as Assistant Superintendent, 1st grade.

Lieutenant H. A. D. Fraser, R E, Assistant Superintendent, 2nd grade, to officiate as Assistant Superintendent, 1st grade.

Lieutenant C. H. D. Ryder, R E, Assistant Superintendent, 2nd grade, to officiate as Assistant Superintendent, 1st grade

H. R. THUILLIER, *Colonel, R E,*
Surveyor-General of India

TELEGRAPH DEPARTMENT.

NOTIFICATION

Calcutta, the 7th December, 1892

No. 27.—Offices reported opened and closed during November, 1892 —

Name of Office	Where situated	Date	REMARKS
Government Telegraph Offices			
		1892	
*Arkonam		9th Nov	Opened.
*Ditto		11th ,,	Closed
*Ditto		23rd ,,	Opened
*Ditto		24th ,,	Closed
Barakar Iron Works	Bengal	8th ,,	Opened
Bundi	Rajputana	1st ,,	Ditto
Changla Gali	Punjab	12th ,,	Closed
†Chinch[illegible]		9th ,,	Opened.
†Ditto		27th ,,	Closed
Dunga Gali	Punjab	2nd ,,	Ditto
*Kakankote		1[illegible]th ,,	Opened
*Ditto		17th ,,	Closed
Karachi Depôt	Sind & Baluchistan	7th ,,	Opened
Kohala	Punjab	23rd ,,	Closed
Lucknow Race Course	Oudh	15th ,,	Opened
Mandla	Central Provinces	15th ,,	Ditto.
*Maddur		10th ,,	Ditto
*Ditto		1[illegible]th ,,	Closed
‡Mulkapet Race Course		5th ,,	Opened
§Ditto		24th ,,	Closed
Patiya	Chittagong	2nd ,,	Opened
†Suh[illegible]ul	Punjab	15th ,,	Ditto
‖Tawi		15th ,,	Ditto
‖Ditto		18th ,,	Closed
*Wadi		2nd ,,	Opened.
*Ditto		3rd ,,	Closed
Railway Telegraph Offices			
		1892	
Bakhtia[illegible]	East Indian Ry	13th Nov	Opened
Jeypa	Ganges Canal	5th ,,	Ditto
Manihari ghat	Assam Behar	15th ,,	Ditto
Pa[illegible]	Eastern Bengal	8th Oct	Closed

* Camp Office, Viceroy's Tour.
† Camp of Exercise
‡ Hyderabad Division
§ Hyderabad Deccan
‖ Chief's Camp.

C. H. REYNOLDS,
Director, Traffic Branch,
for *Director-General of Telegraphs.*

AGENT TO THE GOVR.-GENERAL IN BALUCHISTAN.

NOTIFICATIONS

Quetta, the 2nd December, 1892

No. 7500.—Khan Bahadur Hak Nawaz Khan, First Extra Assistant Commissioner in Zhob, is granted privilege leave for one month and thirteen days, under Articles 27, and 291 of the Civil Service Regulations with effect from the 11th November, 1892, or such subsequent date as he may avail himself of it

No. 7501.—Lalla Tola Ram, Tahsildar, 1st grade, and Tahsildar of Sibi, is appointed to officiate as an Extra Assistant Commissioner during the absence on leave of Khan Bahadur Hak

Nawaz Khan, or until further orders, and is posted to Upper Zhob.

By Order,

W. STRATTON, *Captain*,

First Assistant.

RAJPUTANA AND CENTRAL INDIA ADMINISTRATION, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

Abu, the 1st December, 1892.

No. 3729 S.—Under the provisions of Section 25 of the Ajmere Municipalities' Regulation, 1886, the Chief Commissioner of Ajmere-Merwara is pleased to notify that the following gentlemen have been duly returned as members for the Municipal Committee of Ajmere at the election held on the 25th September, 1892, to fill existing vacancies in the Railway and Suburban Wards.—

Railway Ward
Mr J R Tickell

Suburban Ward
Lieutenant H I Showers.
Mr J Stewart

By Order,

H. F WHITE, *M I C E.*,

Secretary to the Chief Commissioner, in the Public Works Department, Ajmere-Merwara.

THE RESIDENT IN MYSORE.

NOTIFICATION.

Bangalore, the 29th November, 1892.

No. 3838-366 91—Surgeon-Major H. Armstrong made over, and Surgeon-Lieutenant Colonel A. F Dobson assumed, charge of the office of the Residency Surgeon, Bangalore, on the forenoon of the 24th November, 1892.

By Order,

C. W RAVENSHAW, *Major*,

First Asst to the Resident.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATION.

Calcutta, the 3rd December, 1892

No 63.—CORRIGENDUM.—That portion of Director General of Railways' Notification No 49, dated 7th October, 1892, relating to Mr. W K. Stent, is hereby cancelled

R. A. SARGEAUNT, *Lieut.-Col, R E*,

Director-General.

EASTERN BENGAL STATE RAILWAY.

NOTIFICATION.

Sealdah, the 6th December, 1892.

No. 12—Mr. G Mills, Executive Engineer, is granted privilege leave for two months and five days, under Articles 277 to 291 of the Civil Service Regulations, with effect from 11th October, 1892.

S. FINNEY,

Offg. Manager.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut-Col., R E.*,

Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P M

M. W. ROGERS, *Lieut-Col, R E.*,

Secy. under the Inventions and Designs Act, 1888.

CIVIL ENGINEERING COLLEGE, SIBPUR.

An examination for admission to the Mechanical Apprentice Department will be held at the College on Monday and Tuesday, the 9th and 10th January, 1893

Candidates must apply in writing to the Principal not later than the 31st December, 1892, for permission to appear at the examination, enclosing a fee of R2, a certificate of good conduct, and a certificate of age Applications unaccompanied by fee and certificates will not be considered

For admission to this Department, candidates must be between the ages of 15 and 17 years

The subjects of examination are—

Arithmetic	The whole
Algebra	To Simple Equations
Euclid	Books I and II
English Grammar and Composition.	

Every applicant, before admission to the College, will be examined by the College Surgeon as to his physical strength, fitness for manual labour, and eyesight. If this officer's report is unsatisfactory, the applicant will not be admitted, and his examination fee will be returned.

There will be one vacancy on the Free List for Christian apprentices in February next, and sixteen on the Reduced* Fee List.

For Natives there will be at least eighteen vacancies, possibly more, on the Reduced † Fee List. These vacancies will be filled up after the opening of the session by the Board of Visitors from those apprentices who join the College. No guarantee can, therefore be given beforehand, but forms to be filled in for the consideration of the Board can be had on application to the Principal.

Owing to want of accommodation, the number of *Hindu* apprentices to be admitted is limited Candidates will be selected in order of merit

* Rs 5 per mensem

† Rs 2 per mensem.

J. S. SLATER,

Principal, Civil Engineering College

SIBPUR,

The November, 1892.

POST OFFICE.

NOTIFICATIONS

Calcutta, the 7th December, 1892.

No. 11 59.—Mr. W Bright, Officiating Postmaster, Delhi, is granted privilege leave for one month from the 2nd November, 1892

Babu Luchman Singh Deputy Postmaster, is appointed to act as Postmaster, Delhi, during the absence of Mr. Bright, or until further orders

The 6th December, 1892

No. 11510.—Mr A. Cordeiro, Postmaster, Karachi, is granted privilege leave for two months, from the 7th December, 1892, or from the date on which he may avail himself of it

Mr. S Gutmann, Postmaster, Quetta, is appointed to act as Postmaster, Karachi, during the absence of Mr. Cordeiro, or until further orders.

A. U FANSHAWE,

Dir.-Genl of the Post Office of India

Unclaimed Letters held in the Calcutta General Post Office on 6th December, 1892.

Alpassie, Mrs. B.	Equitable Life Assurance Society of United States.	Phillips, Grafton
Ball, W. I.	Flynn, Wm	Routh, Claude
Blais Henry, J.	Fordham, Mrs J.	Rocke, Sompsitt & Co.
Chilvers, Mr.	Harris, Mrs H. D. Walker.	Scott, A. G
Clarke, Mrs. John.	Ham, Messrs.	Shircore, Mr
Cumber, H. C.	O'Donnell, Peter.	Sorabji, E L., and Sons.
Daly, Mrs. W.	Pagon, A. W.	Vepan, A. S.
Davis, H.		Wideman, J. G.
Elliott & Co. (Solicitors).		

Letters marked "Care of Post Office."

Abbs Cooper, Miss.	Foster, Mr E J.	Mittar, C. H., Mrs.
Addis, A.	Gay, Mrs. A	Monteah, J. H.
Augustine, S. M.	Gambley, Mr. J.	Moolla Moosajee.
Barnett, A.	George, J, Esq.	Murphy, J. C.
Barten, J G	Gordon, R.	Murphy, C. S.
Barrington, E.	Grace, Mrs.	Naylor, Mrs H. A.
Bent, Mrs Harry.	Graham, Mrs J D	Naser, Sam. E.
Bentley, Mrs. Walter.	Hamilton, E.	Newington, Mrs.
Blake, I	Harwood, H	Nisbet, M U.
Blankiml Henri.	Harris, Miss I. L.	Olliver, F. C
Bradley, John	Haugh, A.	Pareto, Louis C
Branson, Mrs C. E. D	Hayes, Miss Alice.	Patey, Miss Vera.
Brewer, Thos	Heller, Max.	Pettling, J H
Brown, Frank	Hellde, Mrs.	Philipos, Edwin.
Brown, M	Hennessy, A	Photographic apparatus manufacturer.
Buxton, Mrs C F	Houston, U. K.	Remmington, Capt. F. A
Buck T J	Hunter, W. C	Revilliod, John.
Campbell, M	Isaacs, Elias H	Robertson, Mr.
Charlton, J G.	Jackson, Miss Amy.	Roggs, C. W.
Christopher, M	Johnson, Miss Cissie.	Saxby, Frank
Clark, Rev F. F.	Johnston, Mrs.	Schmidt, H, Esq
Conolly, C A	Kane, R J.	Shillingford, Mr.
Cooke, Mrs N.	Kidd, Dr C. F	Sillhengst, Franz.
Cook S G	Kramer, Miss Bethy	Skinner, G F C
Compton, Miss.	LeLeuvre, John	Smith, Mr A.
Cross, J C	Leigh, Mrs M. C.	Sim, Mrs M
Demmolin Mr	Lea, J W.	Spence, Reginald, Esq.
Dewin, H P	Leslie, W.	Steel, Mr
DeSouza, A S R.	Little, R	Simmers, Mr. T
Dickson Sam.	Lyon, B.	Swetenham, F., Col
Dillany, Mr	Macaulay, Capt M	Thompson T.
Doughty, F.	Maclin, E H	Vandort, M A
Douglas, G P. Home	Martin Mrs Gerald	Van Opstal, L. S.
Dowley, C B.	Matthews Right Hon H.	Wallace, R G.
Drew, Thos M.	McDonald D M K	Westwood, J
Drummond G.	McCartie, Surgeon-Major	Wichmann, Baron
Dwyer, Dr M. O.	McCartney, John	Woods, Vernon.
Finkler, M	McCoy, G E	
Fisher, Miss Marie	Mudd, G F	
Forsyth, Mrs.	Metz, Charles	

Registered Letters

Gay, R.	Jones, F H, Esq	Newington, D
Gregory, John	King, C M	Playfair, Walter.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.	Graff, J	OConnor, I
Allen, D	Goldenburg	Peterson, C H P.
Aston, H F.	Hunn G	Pukitt, G A
Airy, W	Hocking, T.	Pereira, Miss
Armfield, T.	Hancock, A.	Pearson, A, Mrs
Bulkeley, Mrs.	Heaton, J H M P.	Panto, L C
Broomhead, J S.	Hane, L., Mrs.	Prosperie, L
Brooke, H.	Hirshberg, R. Prof.	Rankin, J.
Bowen, R	Hurwan, A.	Renkel, F.
[illegible]un D, Col	Hell, S	Russell, C H.
Barboza, A	Innes J R	Rivilhod, J.
Bradley, W A.	Ingle, J	Roy H
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Donald, A C D	Graham Taylor.	Seaton, Mrs.
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E. HUTTON,

Presidency Postmaster, Calcutta.

The 10th December, 1892

SEA AND FOREIGN MAILS

Mails for	Date of closing at Calcutta	Route by which despatched
	1892	
Egypt, Europe, America, Cape Colonies through United Kingdom	14th Dec	Per P & O Steamer from Bombay
Ditto (Book Post and Pattern Packets)	13th ,,	Ditto
Mauritius, Mayotte, Nossi Be, and Reunion	14th ,,	Ditto
Zanzibar, Mozambique, Delagoa Bay, Natal and Cape Colonies	14th ,,	Ditto
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan	12th ,,	Ditto
Australia, New Zealand, and Tasmania	1 th ,,	Ditto
Colombo and the Australasian Colonies	10th ,,	*Via* Bombay and Tuticorin
Madras, Pondicherry, Ceylon, Batavia, Singapore, and China	17th ,,	Per French Str *Niemen*
Colombo	14th ,,	Per P & O Str *Shannon*
Straits, China, and Japan	16th ,,	Per Steamer *Lightning*
Rangoon and Moulmein	13th ,,	Per Steamer *Camorta*
Rangoon, Moulmein, Penang, and Singapore	16th ,,	Per Steamer *Purnea*
Akyab, Kyaukpyu, Sandoway and Rangoon	14th ,,	Per Steamer *Kistna*
Port Blair	14th ,,	*Via* Madras

N B—The letter box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late fee at 7 P M precisely, after which hour Inland letters and papers, fully pre paid and bearing an extra postage stamp of half anna, will be received up to 7 30 P M

On the day of despatch of the Mail for Europe the letter box for Foreign articles will be cleared for the last time for articles without the late-fee at 8 30 P M, and late letters and papers will be received up to 9 P M On other days the letter box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P M, and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7 ½ P M for despatch by any Foreign Mails despatched the same night

E HUTTON

Presidency Postmaster, Calcutta

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From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden Calcutta, at the following rates—four-ounce tin, *R2 8*, eight-ounce tin *R5*, one pound tin *R10* The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3* per eight-ounce tin, *R6* per pound tin, *R12* This medicine is also sold by the principal European and Native druggists in Calcutta Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডনের অর্থাৎ কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পোণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিনকোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২॥০ টাকায়, আট ঔন্স টিন ৫ টাকায় ও এক পোণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণ কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এক এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩ টাকায় আট ঔন্স টিন ৬ টাকায় এবং এক পোণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণ ও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০ আট ঔন্স টিনের ॥০ ও এক পোণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

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½ ,,	R 5,	,,	R 8-6	
¼ ,,	R 4,	,,	R 4-6	

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বঙ্গদেশের গবর্ণমেণ্টের সিনকোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

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Memorandum on the different methods of ascertaining the discharges of Rivers, Canals, etc. By C. W. ODLING, Esq., M.I.C.E. R1 per copy (1a.)
Regulations relating to the Examination of Engineers for Colonial Certificates of Competency under Act VII of 1884. R1 (1a.)
Ditto relating to the Examination of Engine-drivers under Act VII of 1884. 2a. (1a.)
Ditto relating to the Examination of Masters and Mates in the Mercantile Marine for Colonial Certificates of Competency. R1 (1a.)
Ditto relating to the Examination of Masters and Mates for local certificates in the Mercantile Marine, under Act I of 1859. R1 (1a.)
Ditto relating to the Examination of Masters, Engineers and Engine-drivers under the Inland Steam-vessels Act, 1884. 4a. (1a.)
Instructions as to the Survey of Passenger Accommodation on Inland Steam-vessels. 2a. (1a.)
Rules, Bye-Laws, Regulations, and Notifications relating to the Port of Chittagong. 4a. (1a.)

APPOINTMENT DEPARTMENT.

The Quarterly Civil List for Bengal, corrected up to 1st January, 1892. R3 (4a.)

REVENUE.

Papers relating to the Cultivation and Trade of Wheat. 8a. (2a.)
Land Registration Manual, 1889. R1-8 (4a.)
Wards' Manual, 1888. R2 (4a.)
Cess Manual, 1888. R1-8 (4a.)
Records' Manual, 1888. 12a. (1a. 6p.)
Revenue Officers' Manual, 1888. R1 (3a.)
Certificate Procedure Manual, 1888. 8a. (1a. 6p.)
Waste Lands Manual, 1888. 12a. (2a.)
Stamp Manual, 1890. R1-8 (4a.)
Land Acquisition Manual, 1890. R1 (3a.)
Excise Manual, 1891. R2-8 (6a.)
The Salt Manual, 1891. R1-8 (3a.)
Bengal Embankment Manual. R2. With Map. R3 (2a.)
Rules for the Guidance of Officers in the Administration of the Salt Department. R1-4 (3a.)
Rules under the Bengal Tenancy Act, in English. 2a. (1a.)
Bihar Peasant Life. *Illustrated.* By G. A. GRIERSON, Esq., B.C.S. R5 (8a.)
Memorandum on the Revenue History of Chittagong. By H. J. S. COTTON, C.S. R2-4 (4a.)
A Revenue History of the Sunderbuns. By F. E. PARGITER, C.S. R2-8 (3a.)
A Sketch of the Administration of the Hooghly District. By Mr. G. TOYNBEE. R1-8 (3a.)
The Fauna of British India, Part I. Mammalia. R7-8 (3a.)

Ditto	ditto	Fishes.	Volume I.	R15 (6a.)
Ditto	ditto	ditto.	Volume II.	R15 (6a.)
Ditto	ditto	Birds.	Volume I.	R15 (6a.)
Ditto	ditto	ditto.	Volume II.	R11-4 (4a.)
Ditto	ditto	Reptilia and Batrachia.		R13 (6a.)

The Fauna will be complete in 7 Volumes. The book will be sold as a complete work in 7 Volumes. Subscription in advance for the complete set must be paid before any volume is supplied.

Annual Report of the Department of Land Records and Agriculture, Bengal, for 1890-91. 8a. (2a.)

MISCELLANEOUS.

Way to Health, in Bengali. (1a.) per copy.
Ditto in Kaithi. (1a.) per copy.

☞ ***The List of Books available for sale at the Secretariat Press will in future be published once only in each month.***

Spare copies of the List will, however, be kept in stock ready for issue on receipt of applications for them.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 10, 1892

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

THE HINDU FAMILY ANNUITY FUND.

Abstract Statement of Audited Accounts of the Hindu Family Annuity Fund for the Quarter ended 31st December, 1891.

RECEIPTS	Quarter ended 31st December, 1891. R a p	DISBURSEMENTS	Quarter ended 31st December, 1891 R a p
General Subscription	8,507 4 9	Annuity	2,632 14 0
Interest	6,500 1 0	Establishment	373 8 0
Miscellaneous Receipts	2 1 0	Miscellaneous Charges	222 3 9
Government of India	3,215 0 0	Government of India for Deposit	15,486 1 11
Entrance Fees	24 0 0	Deposits	78 13 3
Deposits	92 10 11	Closing Cash Balance	262 5 6
Opening Cash Balance	324 12 9		
TOTAL	19,055 14 5	TOTAL	19,055 14 5

Published by order of the Directors, agreeably to Rule 89.

BIPIN BIHARI GHOSH, B A,
ASUTOSH DHAR,
Auditors.

RAMAPRASANNA GHOSH, M.A, B L,
Secretary.

CALCUTTA,
The 24th November, 1892.

PROMISSORY NOTES.

Stolen.

The Government Promissory Note, No 255959, of the 4 per cent. of 1865, for R500, standing in the name of Kedarnath Sanyal, the proprietor, by whom it was never endorsed to any other person Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

KEDARNATH SANYAL,
91, Amherst Street,
Calcutta.



SUPPLEMENT TO

The Gazette of India.

No. 50.} CALCUTTA, SATURDAY, DECEMBER 10, 1892

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE.

Non-Subscribers to the GAZETTE *may receive the* SUPPLEMENT *separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The* SUPPLEMENT *and* PART VI *of the* GAZETTE *can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA *is required by Law, or which it has been customary to publish in the* CALCUTTA GAZETTE, *will be included in the* SUPPLEMENT. *For such Orders and Notifications the body of the* GAZETTE *must be looked to.*

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for week ending at 8 a.m. on Saturday, November 26th, 1892.

The weather charts for the week, November 20th to November 26th, again show very quiet, fine weather prevailing throughout the whole of the Indian region. On most days of the week pressure has been highest over the central parts of the country, but occasionally owing to a brisk barometric rise in the north-west, the high pressure area has extended in that direction and has covered the whole of North-Western and Central India. Pressure has been lowest over the south-east of the Bay and over the Arabian Sea off the west coast of the Peninsula. The barometric difference between the areas of high and low pressure has altered from day to day, the barometric gradient being at times moderately steep, and at others very slight, and with these changes the force of the wind has also altered slightly, but on the whole both the general distribution of pressure and the circulation of the wind has been very steady throughout the week. The temperature has varied considerably both in North-West India and in Burma, but elsewhere the changes have been small, and the mean result for the whole of India for the week has been a very slight departure from the normal.

On Sunday, November 20th, the barometer was falling fairly briskly in Sind where a shallow depression had appeared. Elsewhere the changes were small. Pressure was highest in Eastern Rajputana, lowest in Lower Burma and Ceylon. Calms prevailed over a large part of Northern and Central India, northerly winds over the Bay, and easterly winds on the west coast. The only rainfall was a light shower at Negapatam. On the 21st, pressure was falling almost

everywhere, but the general distribution was little changed. Readings were highest over the central parts of the country and lowest within a shallow depression overlying Tenasserim and the south of the Bay. The wind was westerly in the Gangetic plain, but otherwise the directions were unaltered. Rain was slightly more general, light showers having fallen at Tavoy, Moulmein, Rawalpindi, Peshawar, Colombo, Trivandrum, Negapatam, and Tinnevelly. On the 22nd, the barometer was still falling except in North-West India where a recovery had set in. Pressure was highest in the north-west of the Punjab, but the high pressure area over the central parts of the country, though of less intensity than on the preceding days, still existed. Calms prevailed over the Punjab, but elsewhere there was no change in the general circulation of the winds. Rain had fallen at Peshawar, Colombo, Wellington, Cochin, Cuddalore, Trichnopoly, Negapatam, and Tinnevelly. The chart of the 23rd showed that the barometer was rising over North East India and the East of the Peninsula and was falling elsewhere. The fall had been brisk over the Punjab and a feeble depression had replaced the high pressure area previously reported from North-West India. Consequently the high pressure area over the central parts of the country had again risen to importance. The wind circulated anti-cyclonically around this area, blowing from the westward down the Gangetic plain, from the northward over the Bay area, and from the eastward in Western India. Light showers had fallen at Moulmein, Colombo, Wellington, Coimbatore and Tinnevelly. On the 24th the barometer was rising everywhere. The rise had been very rapid over North-West India and a high pressure area had again formed over that region and extended south eastward so as to include the permanent high pressure area of the central parts of the country. Readings were lowest in Malabar and Burma, but the barometric differences were small. Calms and variable breezes prevailed within the high pressure area but elsewhere the wind circulation was unaltered. The only rainfall was a shower at Colombo. On the 25th the barometric changes reported were generally small and irregular and the distribution was practically the same as on the preceding day. The winds exhibited a well marked anticyclonic ciculation. There was no rain. The chart of the 26th showed that pressure changes continued small, and there was again no general alteration in the distribution. Calms prevailed over North-West India and anticyclonic winds elsewhere. There was again no rain.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal provinces of India :—

PROVINCE.	20th	21st.	22nd.	23rd.	24th.	25th.	26th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	+1·3	+0·5	−0·1	−0·9	−2·3	−2·8	−2·2	−0·9
Bengal and Assam . .	−0·9	−0·9	−1·1	−1·5	−0·4	−0·5	−1·8	−1·0
North-Western Provinces and Oudh	+1·0	+1·0	+2·5	+3·1	+2·4	+1·6	−1·0	+1·5
Punjab	+2·7	+5·2	+3·5	+0·8	+0·7	−0·1	−0·9	+1·7
Bombay	−1·6	−1·1	−1·3	−1·1	−1·4	−1·0	−0·8	−1·2
Central Provinces and Berar	−0·7	−0·2	+0·9	+1·4	+1·9	+1·7	+1·8	+1·0
Central India and Guzerat .	+0·5	+0·9	+1·4	+1·5	+1·6	+0·5	−1·2	+0·7
Sind and Rajputana . .	+2·6	+4·5	+2·4	+2·6	+2·9	+0·9	−1·8	+2·0
Madras	−0·4	+0·2	−0·9	−1·1	−1·4	−1·1	−1·1	−0·8
MEAN FOR WHOLE INDIA .	+0·5	+1·1	+0·8	+0·5	+0·4	−0·1	−1·0	+0·3

The mean variation of the whole of India for the week was only +0°·3. From the 20th to the 24th the mean slightly exceeded the average, but on the 25th and 26th, the weather was slightly cooler than usual. The provincial returns show that in Burma, Bengal, Assam, Bombay, and Madras, the temperature of the week was below the average, and that in the other provinces it was above. Relatively to the average the warmest region was North West India, while the coolest was Bombay. Between the 20th and the 25th a well-marked cold wave entered Northern India from the westward and advanced eastward as far as the North-Western Provinces, but on the 26th it suddenly disappeared.

Rain.—The rainfall table at the close shows that rain fell during the week only in ten of the rainfall divisions, and in the case of four of these, the average actual rainfall of each division was less than one-tenth of an inch These four divisions were Tenasserim, Central Burma, the hill districts of the Punjab and Coorg, while the other six divisions which received an average actual rainfall of an amount varying from one-tenth of an inch to four-tenths of an inch were Lower Burma, North-West Punjab, Malabar, Madras (South-central), East Coast (South), and Madras (South).

In Tenasserim no rainfall is expected during the week under review, and hence in this division there is an excess of 00 5 inch, but in every other case there is a deficiency.

The three concluding columns of the table giving the actual and normal rainfall for the period, October 16th to November 26th, show a considerable deficiency of rainfall over a large part of the country, but except in the south of the Peninsula the deficiency is of comparatively little importance as the amount expected is small. In Madras (South-central) the total received during the period was 3·38 inches against an average of 7·78 inches; in Madras (South) the amount received was only 2·60 inches as against 9·02 inches anticipated; in the East Coast (South) 3·27 inches has been received, while 12·70 inches is expected. Hence in this region the deficiency is large.

In parts of Madras moderate falls were received as the following statement shows:—

Division.	District.	Station.	Amount. Inches.
Madras (S. C)	Coimbatore	Pallachi	2·48
Ditto	Nilgiris	Coonoor	3 62
East Coast (S.)	Tanjore	Tranquebar	2·10

Provinces.	Division.	Rainfall data for week ending November 26th, 1892. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from Oct. 16th to November 26th, 1892. Average actual rainfall of season to date.	Average normal rainfall, October 16th to November 26th.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0·05	0	+0·05	4·28	5·26	− 19
	Lower Burma	0·11	0·36	−0·25	5·13	6·87	− 25
	Central ditto	0·01	0·36	−0·35	3·08	4·33	− 29
	Upper ditto	0	?	?	7·10	?	?
	Arakan	0	0	0	8·81	7·07	+ 25
Bengal and Assam	Eastern Bengal	0	0·31	−0·31	8·63	3·98	+117
	Assam (Surma)	0	0·07	−0·07	9·26	3·50	+165
	Ditto (Brahmaputra)	0	0·08	−0·08	0·86	2·16	− 60
	Deltaic Bengal	0	0·04	−0·04	6·89	2·57	+168
	Central ditto	0	0·01	−0·01	1·94	2·14	− 9
	North ditto	0	0·01	−0·01	0·62	2·32	− 73
	Orissa	0	0·33	−0·33	7·18	4·63	+ 55
	Chota Nagpur	0	0·02	−0·02	4·20	2·36	+ 78
	Bihar (South)	0	0·02	−0·02	0·50	1·33	− 62
	Ditto (North)	0	0·02	−0·02	0·14	1·12	− 88
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·03	−0·03	0·18	0·85	− 79
	Oudh (South)	0	0·02	−0·02	0·22	0·41	− 46
	Ditto (North)	0	0·04	−0·04	0·05	0·29	− 83
	North-Western Provinces (Central)	0	0·01	−0·01	0·02	0·20	− 90
	North-Western Provinces (West)	0	0·01	−0·01	0	0·07	−100
	North Western Provinces (Submontane)	0	0·03	−0·03	0	0·32	−100
Punjab	Punjab (South)	0	0·03	−0·03	0	0·13	−100
	Ditto (Central)	0	0·01	−0·01	0	0·11	−100
	Ditto (Submontane)	0	0·03	−0·03	0	0·15	−100
	Ditto (Hill Districts)	0·01	0·11	−0·10	0·19	0·45	− 58
	Ditto (North-West)	0·12	0·22	−0·10	0·13	0·58	− 78
	Ditto (West)	0	0·05	−0·05	0	0·14	−100
Bombay and Malabar Coast Districts (Madras).	Malabar	0·39	0·44	−0·05	16·87	8·99	+ 88
	Madras (South Central)	0·46	0·56	−0·10	3·38	7·78	− 57
	Coorg	0·07	0·24	−0·17	6·73	6·77	− 1
	Mysore	0	0·34	−0·34	2·14	5·13	− 58
	Konkan	0	0·05	−0·05	6·67	3·40	+ 96
	Bombay (Deccan)	0	0·09	−0·09	8·51	3·57	+138
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·06	−0·06	3·54	2·14	+ 65
Central Provinces and Berar.	Berar	0	0·16	−0·16	5·69	1·94	+193
	Central Provinces (West)	0	0·02	−0·02	3·32	1·21	+174
	Ditto (Central)	0	0·03	−0·03	2·18	0·99	+120
	Ditto (East)	0	0·06	−0·06	3·87	1·24	+212
Bombay (North)	Guzerat	0	0	0	0·61	0·59	+ 3
	Kathiawar	0	0	0	1·76	0·34	+418
	Sind	0	0·02	−0·02	0	0·09	−100
Rajputana and Central India.	Central India (East)	0	0·12	−0·12	0·56	0·46	+ 22
	Rajputana (East), Central India (West)	0	0·01	−0·01	0·16	0·30	− 47
	Rajputana (West)	0	0·01	−0·01	0	0·09	−100
Madras	East Coast (North)	0	0·90	−0·90	16·05	7·50	+114
	Ditto (ditto) (*a*)	0	0·57	−0·57	9·00	5·15	+ 77
	Hyderabad (South)	0	0·10	−0·10	9·56	1·12	+754
	Madras (Central)	0	0·44	−0·44	6·30	4·83	+ 30
	East Coast (Central)	0	1·46	−1·46	11·82	10·53	+ 12
	Ditto (South)	0·18	1·63	−1·45	3·27	12·70	− 74
	Madras (South)	0·14	0·69	−0·55	2·60	9·02	− 71

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

Simla, the 1st December, 1892.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 3rd December.*—Light showers generally in the Carnatic from Nellore to Tanjore, and a few scattered falls elsewhere in the southern half of the Presidency. None elsewhere. Sowings retarded owing to drought. Standing crops good in the Circars, Deccan and the West Coast, but suffering from drought in the Carnatic, Central and Southern Districts. Harvest proceeding. Outturn average to good in former, poor to moderate in latter groups. Water-supply for drinking abundant, but for irrigation scanty and insufficient throughout the Carnatic and Southern Districts. Pasture and fodder available. Condition of cattle good. Prices stationary in the Circars, Deccan and West Coast, but risen very sharply in all other districts. Over the greater part of the Carnatic, Southern and Central Districts, the continued absence of heavy rain is causing very serious damage. Rainfall of October was generally light, and over the greater part of the area the fall of the last four weeks is much less than one inch, whilst usual fall of the Carnatic is about 10, and of the Southern Districts 6 inches during the period.

Bombay.—*For week ending 7th December.*—*Jowari* and cotton in parts of Bijapur blighted, and wheat in one taluka of Thar and Parkar damaged by locusts: standing crops otherwise good, except *bajri* in Nasik and cotton in parts of Dharwar. Harvesting of early and sowing of late crops progressing. Cotton-picking continues in three districts, and opium sowing in Baroda. Fodder sufficient. Agricultural stock good. Prices generally steady.

Bengal.—*For week ending 3rd December.*—Rain fell in the districts of Jalpaiguri and Darjeeling on the 27th November, and in the former was accompanied by hail which did slight damage to the standing crops. Elsewhere there was no rain. No change has occurred in the prospects of the winter rice crop. The progress of the harvest is satisfactory throughout the Province, both in the districts as to which more favourable anticipations of the outturn have been formed and in those for which the estimates are less favourable, *viz.*, parts of Burdwan, Bankura, Midnapore, Hooghly, and Shahabad. The prospects of the cold-weather crops, including poppy and tobacco, are promising, but more moisture is required for these crops in Behar. Heavy dews are reported from some places. Prices of rice are falling in many districts. Cattle are healthy, and fodder and water plentiful.

North-Western Provinces and Oudh.—*For week ending 7th December.*—Weather seasonable. Rain still needed in places. Poppy-sowings completed. Irrigation of spring crops and poppy continues Pressing of sugarcane in progress. Prospects generally favourable. A flight of locusts passed over Meerut, from east to west, but no damage has been reported. Prices fairly steady.

Punjab.—*For week ending 7th December.*—Slight rain has fallen in six districts. Harvesting of autumn crops nearly completed. Cotton-picking continues. Sugarcane being pressed. Sowing of spring crops in progress: it has been stopped in Rawalpindi for want of rain. Outturn of the autumn crops is reported an average one in Lahore and Rawalpindi. Condition and prospects of spring crops are fair throughout. Condition of cattle is generally reported good. Fodder is said to be sufficient in all districts, except in parts of Dera Ismail Khan. The poppy crop is growing well in parts of Lahore. Prices unsettled in one district, rising in one, falling in two others, and stationary elsewhere.

Central Provinces.—*For week ending 7th December.*—Weather clear and cold. Harvesting of autumn crops continues. Spring crops in excellent condition. Fodder sufficient. Prices stationary.

Burma.—*For week ending 3rd December.*—LOWER BURMA: In Thayetmyo crops are poor; in Amherst slight damage has been done by sea water; in Tavoy, 2,710 acres have been damaged by various causes: in all other districts crop prospects are excellent. Reaping progressing. UPPER BURMA: More rain is needed in Pakokku, Minbu, and Magwe. In parts of Bhamo crops have been damaged by floods and vermin. The condition of crops in Yamethin is critical. In the Wundwin sub-division of the Meiktila district, rice crops have failed, and *jowar* is indifferent. In Shwebo, owing to want of rain, there has been no sowing of crops. Crop prospects elsewhere good.

Assam.—*For week ending 7th December.*—Weather seasonable. Harvesting of winter paddy continues. Prospects of standing crops good. Condition of cattle normal. Fodder and water sufficient.

Mysore and Coorg.—*For week ending 7th December.*—*Mysore:* Crops generally require more rain. Prospects favourable. Prices risen in the Bangalore and Tumkur districts.

COORG: Rainfall *nil*. Rice crop maturing. Coffee-picking in progress. Prices stationary. Fodder and water for cattle sufficient.

Berar and Hyderabad.—*For week ending 7th December.*—*Berar:* Weather fair and cool. Autumn crops in good condition. Spring sowings almost completed and young crops promise well. Fodder and water sufficient. Cattle healthy. Prices almost stationary.

HYDERABAD: No rain during the week. Harvesting of autumn crops in progress. Sowing of spring crops continues and lands under preparation for hot-weather crops. Prices—wheat 9, coarse rice 9¼, white *juar* 15¾, yellow *juar* 18¼, and *tur* 10 seers per current rupee.

Central India.—*For week ending 7th December.*—*Jowar* and cotton harvesting in progress in most parts of Central India. Outturn expected good. Spring sowings still continue in some parts. Condition of crops good, but no winter rain has fallen in Bundelkhand. Agricultural stock and pasturage in good condition. Opium being sown in Bhopawar and germinating in Bhopal. Condition of crops in other Agencies good. Prices of food-grains generally steady.

Rajputana.—*For week ending 7th December.*—Agricultural operations and standing crops satisfactory. Harvests generally good. Condition of cattle good. Some cattle-disease in parts of Ulwar. Pasturage or fodder sufficient. Prices steady in nine States, falling in four, rising in one, and fluctuating elsewhere.

Nepal.—*For week ending 1st December.*—Very slight rain. Weather fine and cold. Prospects of crops good.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

SEPARATE REVENUE.

Post Office.

Savings Bank.

REPORT ON THE OPERATIONS OF THE SAVINGS BANKS IN INDIA FOR THE YEAR 1891-92.

No. 4890-A, dated Calcutta, the 7th December 1892.

ORDER—By the Government of India, Finance and Commerce Department.

READ—

Report by the Comptroller and Auditor General on the operations of the Savings Banks in India for the year 1891-92.

No. 30, dated Calcutta, the 24th November 1892.

From The Comptroller and Auditor General,

To—The Secretary to the Government of India, Finance and Commerce Department.

I have the honour to submit the annual report on the operations of the Savings Banks in India during the year 1891-92.

2. These Banks continue to be of two classes, *viz.*, Banks open to the public and Service institutions. The former comprise Presidency and Post Office Banks and the latter State Railway Provident Institutions, the Civil Engineers' Provident Fund and the Military Banks. The State Railway Provident Institutions are for the benefit of the non-pensionable employees of the State Railways, the Civil Engineers' Provident Fund for the benefit of the Officers of Public Works and Telegraph Departments, and the Military Banks for the non-commissioned officers and privates of British regiments.

3. I annex the usual statements marked I to VII, containing the accounts and statistics of the year. The principal features of these accounts are summarised as follows:—On the 31st March 1892 there were 6,642 Government Savings Banks in India containing 528,752 accounts which earned from Government R30,55,069 in the shape of interest and possessed balances at their credit aggregating R8,88,59,118. In addition to these balances, Government held on behalf of depositors Government Promissory Notes of the nominal value of R4,38,900, and sold for, and returned to, depositors during the year Promissory Notes amounting to R1,34,200.

4. There has been no change in the total number of Banks though there are slight variations in the details. There has, however, been an increase of 53,423 in the number of depositors and of R82,36,698 in the balance at credit at the close of the year as compared with 1890-91, and during the year under review the receipts, withdrawals and interest exceeded those of the previous year by R1,38,58,000, R1,09,11,000, and R2,57,134 respectively. The effects of the reduction of the maximum limit of annual deposits on the total receipts have been nearly counterbalanced by the steady growth in the number of depositors, and the total receipts of the year under review were the highest on record except those of the years 1886-87 and 1888-89.

5. The transactions of the several classes of Banks are shown in the following table:—

Description of Banks.	Number of Banks.	Number of Depositors.	Interest earned.	Bank balances.	Nominal value of Government Promissory Notes.	
					Returned and sold.	Held for Depositors.
			R	R	R	R
Presidency, Calcutta . .	1	11,062	87,331	24,99,984	500	29,900
„ Madras . .	1	2,959	17,863	5,51,308	7,000	16,000
„ Bombay . .	1	25,124	2,69,223	75,60,590	6,000	23,800
Railway	11	13,605	1,52,762	45,93,559	...	1,000
Civil Engineers . . .	1	599	70,275	19,57,623	...	...
Military	175	11,950	48,707	11,02,895	...	...
Post Office . . .	6,452	463,453	24,08,908	7,05,93,159	1,20,700	3,68,200
TOTAL .	6,642	528,752	30,55,069	8,88,59,118	1,34,200	4,38,900

6. The subjoined statement compares the figures for the year under report with those of the previous year for each class of Bank. The Presidency Bank, Calcutta, shows a decrease in the number of accounts and an increase in the amount of balance. The Banks at Madras and Bombay show an increase in both respects. The Railway Banks lost in the number of banks and of accounts, but gained largely in the amount of balance. The Civil Engineers' Provident Fund shows steady progress both in the number of accounts and the amount of balance. The Military Banks show a large decrease both in the number of accounts and the balances, though the number of banks has increased by 5. For the first time since their institution there has been a falling off in the number of Post Office Banks, the decrease being, however, only 3; but the steady growth both in the number of depositors and the bank balances continues. There is no reason to suppose that the limit in regard to the number of depositors and in the bank balances in the Post Office Savings Banks has been reached, and it is probable that these banks will continue their steady growth in popularity for a considerable period.

Increase or decrease in 1891-92, as compared with 1890-91.

Name of Banks.	Number of Banks.		Number of Accounts.		Bank Balances.		Government Promissory Notes.		Average of Depositors' Balances.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease	Increase.	Decrease.	Increase.	Decrease.
					R	R	R	R	R	R
Presidency, Calcutta.	...	...	...	3	1,36,144	...	10,100	...	13	...
Presidency, Madras.	...	...	58	...	24,368	...	16,000	...	5	...
Presidency, Bombay.	...	...	116	...	2,94,470	...	...	5,000	10	...
Railway . .	...	2	...	546	480,059	...	...	...	47	...
Civil Engineers .	...	...	40	...	3,26,293	...	...	...	350	...
Military . .	5	...	...	1,151	...	1,50,385	...	...	...	30
Post Office . .	...	3	54,909	...	71,25,749	...	1,600	...	...	3
TOTAL .	5	5	55,123	1,700	83,87,083	1,50,385	27,700	5,000		
Net increase .	...		53,423		82,36,698		22,700			

7. The new investment in Government Promissory Notes amounted to only R1,33,500 as against R2,51,100 in the preceding year, but owing to larger receipts from depositors and smaller withdrawals the closing balance of securities in the custody of Government was somewhat larger than in the preceding year. The high price of Government paper ruling throughout the year has evidently acted as a check on investments, and the same cause has also without doubt had a considerable effect in increasing the cash deposited during the year.

8. Statement VII gives particulars by provinces of the classification of the depositors and their balances for Presidency and Post Office Savings Banks combined. It will be observed that the growth of the depositors' balances is spread over all the provinces, though it is largest in Bengal and Bombay. As might be expected, the professional classes, especially those having a fixed income and comprising Government servants form a large proportion of the depositors, while the smallest proportion is that of the agricultural class. Owing however to the large number of depositors classed as "indefinite or non-productive" it is doubtful whether any safe conclusions can be drawn from the classification of depositors.

9. My ledgers relating to the Civil Engineers' Provident Fund have been agreed with the accounts kept by the Examiner of Accounts, Military Works, but the figures for the year 1891-92 are subject to correction on the closing of the Finance and Revenue Accounts which will remain open up to February next.

Statement I.

Number of Working Banks and of the Depositors therein on the 31st March 1892.

Banks.	Number of Working Banks.		Number of Depositors.		Increase (+) or Decrease (−) in number of Depositors	Average Number of Depositors per Bank	
	1891	1892	1891.	1892		1891.	1892.
Banks open to the Public—							
Presidency Banks—							
Calcutta	1	1	11,065	11,062	—3	...	...
Madras	1	1	2,901	2,959	+58	...	
Bombay	1	1	25,008	25,124	+116	.	...
Post Office Banks	6,455	6 452	408,544	463,453	+54,909	63	72
TOTAL	6,458	6,455	447,518	502,598	+55,080	...	...
Service Institutions—							
State Railway Provident Institutions	13	11	14,151	13,605	—546	1,088	1,236
Civil Engineers' Provident Fund	1	1	559	599	+40	..	...
Military Banks	170	175	13,101	11 950	—1,151	77	68
TOTAL	184	187	27,811	26,154	—1,657	...	...
GRAND TOTAL	6,642	6,642	475,329	528,752	+53 423	.	...

Number of Depositors in the several classes of Banks from 1880-81 to 1891-92.

Banks	1880-81	1881-82	1882-83	1883-84	1884-85	1885-86	1886-87	1887-88	1888-89	1889-90	1890-91	1891-92.
Banks open to the Public—												
Presidency Banks—												
Calcutta	10 283	11,063	11,850	11,012	12,016	11 546	11 155	10,881	10,931	10,862	11,065	11,062
Madras	13 737	15,187	10,997	10,826	10,267	9,386	3 358	3,152	3 091	2,975	2,901	2,959
Bombay	37,186	42,206	43,145	46,120	48 535	48 428	26 700	25 061	25 230	25 062	25 008	25 124
Post Office Banks			39,121	84 848	122 599	155,009	219 010	261,157	311,001	358,272	408,544	463,453
District Banks	18 977	21,880	21 972	22,661	23 695	10,618	168	...			...	...
TOTAL	80,183	90,336	127,085	176 367	217,112	234 987	260,391	300,251	350,253	397,171	447,518	502 598
Service Institutions—												
State Railway Provident Institutions	4,720	6,331	6,956	6,625	8,972	11,638	12,168	12,848	14,372	14,598	14,151	13 605
Civil Engineers' Provident Fund					233	313	380	465	500	532	559	599
Military Banks	17,260	18,161	13,557	20,447	16,100	15,518	16,151	18,303	18,142	19 504	13,101	11,950
TOTAL	21,980	24,492	20,513	27,072	25,305	27,469	28,699	31,616	33,014	34 634	27,811	26,154
GRAND TOTAL	102,163	114,828	147,598	203 430	242,417	262,456	289,090	331,867	383,267	431 805	475,329	528,752

Statement II.

Deposits (including Interest), Withdrawals and Balances in the several classes of Savings Banks from 1859-60 to 1891-92 (in thousands of Rupees) as entered in the Finance and Revenue Accounts.

Years.	DEPOSITS									WITHDRAWALS									BALANCE								
	Presidency Banks			District Banks	Post Office Banks.	State Railway Provident Institutions.	Civil Engineers' Provident Fund	Military Banks	Total	Presidency Banks			District Banks	Post Office Banks	State Railway Provident Institutions	Civil Engineers' Provident Fund	Military Banks	Total	Presidency Banks.			District Banks	Post Office Banks	State Railway Provident Institutions	Civil Engineers' Provident Fund.	Military Banks.	Total.
	Calcutta	Bombay	Madras							Calcutta.	Madras	Bombay							Calcutta.	Madras	Bombay						
1859-60	8 15	8,75	11,05	...	...	...	...	11,04	38 99	25 11	7,71	11 83		...			15 62	60,27	6 78	13 36	19,18		...	...	...	17,72*	57,04*
1860-61	8,19	7,52	69	...	...	...	...	16 36	32,76	6,40	8 69	3 64	...				12,46	31 19	8,57	12 19	16,23	...	...	...	...	25,38*	62,37*
1861-62	7 00	7,01	5,73	...	...	...	...	13,71	33,45	7,02	6 82	5,27	...	...		...	15,80	34,91	8 55	12 38	16 69	...	...	...	...	23,29	60,91
1862-63	8 26	6,25	2,25	...	...		...	15 79	32,55	6,74	5,97		...			...	15 11	27 82	10 07	12,66	18 94	...	...		...	23,97	65,64
1863-64	7,27	4,34		...	...	...	...	13,14	24,75	8,09	4 87	93		...	...	...	12,29	26,18	9 25	12,13	18,01	...	...		...	24 82	64,21
1864-65	6,85	4,36	7 25	...	...	...	...	15 17	33,63	7,19	4 91	6,59	...	...			17,54	36 23	8 91	11,58	18,67	...	...	...	...	22,45	61,61
1865-66	8,21	5 02	9 02			...	...	15,79	38 04	7,01	4,20	6 36	...	...			18,10	36,27	9,51	12 40	21 33	...	...	...	...	20,14	63,38
1866-67	11,20	6,18	14 35		...	...	...	12,71	44,44	8,83	4 76	5,84	...	...	...		14 35	33 78	11,88	13,82	29 84		...	...	...	18,50	74,04
1867-68	15,58	7 40	13,21	...	...	...	...	18,72	54,91	10,70	5,58	8,12		...			16 33	40 73	16,76	15,64	34,93		...		...	20,89	88,22
1868-69	21 92	8 96	14 97			...	...	18,51	64,36	14,65	6,82	11 51	...				18 47	51 45	24 03	17,78	38,39			...	...	20,93	1,01,13
1869-70	22,95	9 58	16 89	...		...		17 08	66,50	20,40	8,03	12 85		...	...		17 65	59 53	26 58	18,73	42,43		...	...	...	20,36	1,08,10
1870-71	22 39	9,02	19 79	1,76	...	...	...	14 45	67 41	19,82	8 94	13 96	28	...			17 51	60 51	20 15	18 81	48,26	1,48	...	...	...	17,30	1,15,00
1871-72	24 01	10 41	21 74	4 22				14,66	75,04	21,48	8,13	15 21	1 62				13,46	50 90	31 68	21,09	54 79	4 08	...		...	18 50	1,30,14
1872-73	27 61	10,91	28 90	5,95			...	16,53	89,90	23 28	9 20	16 44	2,60			...	14,24	65,76	36,01	22,8[illegible]	67,25	7 43	...		...	20,79	1 54,28
1873-74	25 97	13 07	54,20	7,99		...		16,50	1 17 73	27,88	12 81	32,38	3 00	...	...		14 89	91,86	34,10	23,06	89 07	11,52	...			22,40	1,80,15
1874-75	13 30	9,23	22 32	10 33	...	...		17,91	73 09	17 43	9 62	22,79	5 51	...			16,75	72 10	2[illegible],97	22 67	88,60	16,34	...	...	...	23,56	1,81,14
1875-76	12,45	8 69	23 23	10,95	...		...	18 43	73 75	14 51	7 93	17,97	6,54	...		...	18,39	65,34	27 01	23,43	93,86	20,75	...	...	...	23,60	1,89,55
1876-77	12,29	8 93	21,87	11,27	...	...		17 43	71,79	13,56	8,80	19,70	7,85	...			17,81	67 72	26,64	23,56	96 03	24,17	...	...	...	23,22	1,93,62
1877-78	11,48	9 04	19,02	14,98	...	...	...	18,04	72 56	12 55	8 22	23,72	11 44			...	17,71	73,64	25 57	24,38	91,33	27 71	...	...	...	23 55	1,92,54
1878-79	10 70	8 90	16,67	13,68	...	...	...	17,84	67 79	11,61	10,39	19,40	9 28	...		...	18,41	69 09	24 66	22,89	88,60	32,11	...	...	...	22,98	1 91,24
1879-80	15,99	10,73	29 38	21,78	...	8	...	21,66	99 62	12,38	8,73	11,27	10,36	...	5		19,88	62 57	28,27	24 89	1,06 71	43,63	...	3	...	24,76	2,28 29
1880-81	24,79	18 70	70,06	59,38	...	3,16	...	28 39	2 04,48	17 74	11,46	21 66	32,66	...	67	...	27,21	1,11 40	35 32	32 13	1,55,11	70,35	...	2,52	...	25,94	3,21,37
1881-82	20,48	14,62	62,04	39,71	...	4,83	...	22,71	1,64,39	21,06	13,95	53,48	37,44		2,28	...	30,28	1,58 49	34,74	32,80	1,63,67	72,62	...	5,07	...	18,37	3,27,27
1882-83	19 23	10,89	54,21	36,02	44,00	4,53	...	17,35	1,86,23	20,72	14,34	44,12	35,24	16,03	2 42		18 80	1 51,86	33 25	29,35	1,73,76	73 30	27,97	7,18	...	16,83	3,61,64
1883-84	17,16	11,66	55 16	34,00	1,05,45	5,72		16,39	2,45,54	20 97	12 79	58,13	34,58	58,42	2,78	...	18 92	2,06,59	29,44	28,22	1 70 70	72,72	75,00	10,12	...	14,30	4,00,59
1884-85	16,82	11,43	53,41	35,04	1,69,31	10,62	72	11,86	3,09 21	17,50	12,10	49,92	32 45	1,10,07	7,55	...	11 50	2,41,09	28 76	27 55	1,74,28	75,31	1,34,24	13,19	72	14,66	4,68 71
1885-86	15,73	10,22	49,94	28,13	2 49 86	9,36	2,22	11,76	3 77,22	16,47	11,59	60 12	73,92	1,58 71	4,42	3	12 55	3,37,81	28,02	26,18	1,64 1[illegible]	29,52	2,25,39	18 13	2,91	13,87	5,08,12
1886-87	13 05	3,67	28,10	67	4,58 67	13,27	2,33	13,17	5,32,93	14,31	21,77	1,10 7[illegible]	30,20	2,58,66	12,56	34	12 96	4,61,53	26,76	8,08	81,47	—1	4,25 40	18 84	4,90	14,08	5,79,52
1887-88	13 77	3,06	26,52	56	3 93,82	9,85	3,43	14,47	4,65,48	12,95	3,27	27,14	55	3,13,75	5,61	37	13 81	3,77 45	27 58	7,87	80,85	...	5,05,47	23 08	7,96	14,74	6,67,55
1888-89	13,79	3 23	27,94	...	4,53,25	14,97	3,27	15,26	5 31,71	14,39	3,98	26 92		3 69,47	5,43	43	16 47	4,37,01	26,98	7 22	81,87	...	5 89,25	32,62	10,78	13,53	7,62,25
1889-90	7 83	1 82	14,94	...	3,48,91	10,84	3,43	19,85	4,07,62	11,50	3 18	23,37	...	3,51,19	7 39	88	19,18	4,16 69	23 31	5 85	73 44	...	5,86,97	36,07	13,34	14,20	7,53,18
1890-91	8,08	1,79	15 80	...	2,89,50	11,48	4,00	13,73	3,44,38	7,75	2,37	16,58	...	2,41,80	6,41	1,03	15,40	2,91,34	23 64	5,27	72 66	...	6,34,67	41,14	16 31	12,53	8,06,22
1891-92†	7,72	2 33	17,18	...	4 27,76	10,94	3,96	13 07	4,82,96	6 36	2 09	14,24	...	3,56 51	5,98	70	14,57	4,00,45	25,00	5,51	75,60	...	7,05,93	45,94	19,58	11,03	8,68,59

* Includes balances transferred from the War Office. † The Finance and Revenue Accounts are not yet closed, and these figures are subject to revision.

Statement III.

Classification of Depositors in the Presidency and Post Office Banks, State Railway Provident Institutions, and Civil Engineers' Provident Fund, according to their professions, on the 31st March 1892.

	Class I, Professional.		Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive	Total.
	A Having fixed incomes.	B Having variable incomes						
Banks open to the public.								
Presidency Banks	13,051	1,587	2,280	2,291	104	1,482	18,350	39,145
Post Office Banks	145,737	40,231	63,089	20,009	6,657	11,925	1,75,805	463,453
Service Institutions.								
State Railway Provident Institutions	12,903	53	631	18	...	...	...	13,605
Civil Engineers' Provident Fund	599	...	...	...	...	...	...	599
Military Banks	...	..	11,950	...	...	...	...	11,50
Total 1891-92	172,290	41,871	77,950	22,318	6,761	13,407	194,155	528,752
Total 1890-91	160,364	39,365	69,183	18,391	5,586	11,921	170,519	475,329
Increase in 1891-92	11,926	2,506	8,767	3 927	1,175	1,486	23,636	53,423
Percentage of each class in—								
Presidency Banks	33 3	4 1	5 8	5 8	·3	3 8	46 9	100
Post Office Banks	31 5	8·7	13·6	4 3	1 4	2·6	37·9	100
State Railway Provident Institutions	94 9	·4	4 6	·1	...	...	...	100
Civil Engineers' Provident Fund	100	...	...		...	...	...	100
Military Banks	...	...	100	...	...	...	...	100
All Banks taken together	51·94	2·64	24·8	2·04	·34	1·28	16·96	100

Statement IV.

Interest earned during 1890-91 and 1891-92 and the Balances held at the close of each year.

	Interest earned in			Balance held at close of			Average Balance in each Bank		Average Balance at credit of each Depositor	
	1890-91	1891-92	Increase (+) or Decrease (—)	1890-91	1891-92	Increase (+) or Decrease (—)	1890-91	1891-92	1890-91	1891-92
BANKS OPEN TO THE PUBLIC—	R	R	R	R	R	R	R	R	R	R
Presidency Banks—										
Calcutta	83,995	87,331	+3,336	23,63,840	24,99,984	+1,36,144	23,63,840	24,99,984	213	226
Madras	19,601	17,863	—1,738	5,26,940	5,51,308	+24,368	5,26,940	5,51,308	181	186
Bombay	2,62,890	2,69,223	+6,333	72,66,120	75,60,590	+2,94,470	72,66,120	75,60,590	290	300
TOTAL	3,66,486	3,74,417	+7,931	1,01,56,900	1,06,11,882	+4,54,982				..
Post Office Banks	21,84,345	24,08,908	+2,24,563	6,34,67,410	7,05,93,159	+71,25,749	9,832	10,941	155	152
SERVICE INSTITUTIONS—										
State Railway Provident Institutions	1,36,473	1,52,762	+16,289	41,13,500	45,93,559	+4,80,059	3,16,423	4,17,596	290	337
Civil Engineers' Provident Fund	58,393	70,275	+11,882	16,31,330	19,57,623	+3,26,293	16,31,330	19,57,623	2,918	3,268
Military Banks—										
Bengal	31,573	20,155	—2,418	7,55,030	6,63,727	—91,303	7,056	6,089	78	77
Madras	10,315	10,168	—147	2,52,587	2,29,061	—23,526	8,147	7,389	123	114
Bombay	10,350	9,384	—966	2,45,663	2,10,107	—35,556	7,677	6,003	169	149
TOTAL	52,238	48,707	—3,531	12,53,280	11,02,895	—1,50,385	.	..	.	...
GRAND TOTAL	27,97,935	30,55,069	+2,57,134	8,06,22,420*	8,88,59,118	+82,36,698	.	.		.

* These figures which agree with the Finance and Revenue Accounts include R15,663, on account of dead accounts which were excluded from last year's report.

Statement V.

Interest earned and Balances held by Native and by European and Eurasian Depositors respectively, as recorded in the Savings Bank Ledgers.

	Native Depositors including Accounts of Local Institutions						European and Eurasian Depositors including Accounts of Local Institutions					
	Number of Accounts		Amount of Interest earned		Balance		Number of Accounts		Amount of Interest earned		Balance	
	1890 91	1891 92	1890 91	1891 92	1890 91	1891 92	1890-91	1891 02	1890-91	1801 92	1890-91	1891-92
			R	R	R	R			R	R	R	R
BANKS OPEN TO THE PUBLIC—												
Presidency Banks—												
Calcutta	7,989	8,111	51,137	56,101	14,83,444	16,17,269	3,076	2,951	31,299	31,230	8,80,393	8,82,715
Madras	1,875	1,946	9,585	9,969	2,83,095	3,13,249	1,026	1,013	8,687	7,894	2,43,837	2,38,059
Bombay	18,948	19,170	1,87,197	1,94,748	52,06,909	54,86,974	6,060	5,954	75,693	74,475	20,59,211	20,73,616
Post Office Banks	3,62,368	4,11,907	19,09,063	21,00 514	5,57,08,203	6,17,01,748	46,176	51,546	2,75,282	3,08,394	77,59,204	88,91,411
SERVICE INSTITUTIONS—												
State Railway Provident Institution	10,881	10,486	59,688	63,234	17,54,386	19,36,353	3,270	3,119	74 280	89,528	23,43,473	26,57,206
Civil Engineers' Provident Fund	57	59	4,942	3,920	1,42,129	63,209	502	540	53,451	66,355	14,89,195	18,94,414
Military Banks—												
Bengal	...	.	...		...		9 603	8,545	31,573	29,155	7,55,029	6,63,727
Madras	...	.	...		...		2,051	1 998	10,315	10,168	2,52,586	2,29,061
Bombay	...	...					1,447	1,407	10,350	9,384	2 45,663	2,10,107
TOTAL	4,02,118	4,51,679	22,21,612	24,28,486	6,45,78,166	7,11,18,802	73,211	77,073	5,70,930	6,26,583	1,60,28,591	1,77,40,316

Statement VI.

Government Promissory Notes purchased, received, and sold or returned on account of Savings Banks' Depositors.

	Notes purchased for Depositors						Notes received from Depositors					
	1886-87	1887-88	1888-89	1889-90	1890-91	1891-92	1886-87	1887-88	1888-89	1889-90	1890-91	1891-92
Banks open to the Public—												
Presidency Banks—												
Calcutta		28,900	21,800	24,000	6,400	600	2,500	500	100			10,000
Madras	500	1,000	8,500	16,500	15,000	(a) 23,000		.				...
Bombay	13,500	12,300	3,800	8,500	3,300	1,000	3,500	200	500	14,900	.	...
Post Office Banks	4,49,600	3,33,300	3,55,000	5,25,800	2,26,200	1,08,900	88,000	14,400	14,300	10,900	16,200	13,400
Service Institutions—												
State Railway Provident Institutions	5,500	19,200	9,000	20,200	200	.	.			...	.	.
Total	4,60,100	3,94,700	3,98,100	5,96,000	2,51,100	1,33,500	94,900	16,900	14,900	25,800	16,200	23,400

	Notes sold or returned						Notes remaining in custody of the Comptroller General and the Accountant General, Bombay.						
	1886-87.	1887-88	1888-89	1889-90	1890-91	1891-92	1885-86	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.
Banks open to the Public—													
Presidency Banks—													
Calcutta		28,900	8,500	29,100	12,500	500	13,600	16,100	16,600	30,000	25,900	19,800	29,900
Madras	500	..	...	13,000	28,000	(a) 7,000	...		1,000	9,500	13,000	.	(a) 16,000
Bombay	30,000	13,500	4,000	14,000	3,300	6,000	31,300	18,300	19,100	19,400	28,800	28,800	(b) 23,800
Post Office Banks	4,33,000	3,19,800	3,71,500	5,02,700	3,15,300	1,20,700	2,82,300	3,79,800	4,06,700	4,04,500	4,39,500	3,66,600	3,68,200
Service Institutions—													
State Railway Provident Institutions	4,000	11,000	3,400	21,700	15,700		2,700	4,200	12,400	18,000	16,500	1,000	1,000
Total	4,67,500	3,73,200	3,87,400	5,79,500	3,74,800	1,34,200	3,29,900	4,17,400	4,55,800	4,81,400	5,23,700	4,16,200	4,38,900

(a) Non-transferable Treasury Notes on account of Regimental Cart Funds.

(b) R13,900 in custody of the Secretary, Presidency Bank.

Statement VII.

Particulars by Provinces of Presidency and Post Office Savings Banks combined on the 31st March 1892.

	Classification of Depositors.								Interest earned in		Balance held at close of	
	Class I, Professional.											
	A Having fixed Incomes.	B Having variable Incomes.	Class II, Domestic.	Class III, Commercial.	Class IV, Agricultural.	Class V, Industrial.	Class VI, Indefinite or Non-productive.	Total.	1890-91.	1891-92.	1890-91.	1891-92.
									R	R	R	R
India	6,918	1,233	4,287	588	35	966	7,215	21,242	1,30,732	1,41,831	38,34,874	41,98,727
Central Provinces	4 499	865	1 751	249	50	173	3,625	11,212	54,236	58,184	16,24,871	17,00,210
Burma	3,933	406	8,921	683	23	828	3,211	18,005	59,657	68,675	19,67,378	24,6',579
Assam	3,467	919	1,843	205	116	189	3,429	10,168	47,734	53,353	13,99,347	16,02,113
Bengal	46,117	16,566	11,771	5,135	2,927	3,363	64,838	150,717	6,11,309	6,72 694	1,78,09,669	1,97,97,468
North-Western Provinces and Oudh	15,952	5,631	11,13;	1,699	673	887	14,776	50,755	2,45,009	2,60,595	70,16,955	75 40,875
Punjab	11,435	2,300	6,652	1,104	279	721	9,452	31,943	1,91,948	2,13,922	56,49,794	62,62,584
Berar	1,972	334	520	156	84	76	1,734	4,876	23 574	2;,177	6,86,104	7 62,480
Madras	26,854	5,803	8 763	5,127	1,795	2,443	25,680	76,465	2,29,877	2,45 063	65,00,788	72,87,377
Bombay	37,641	7,761	9,724	7,354	779	3,761	60,195	127,215	9,56,755	10,42,617	2,70,34,516	2,95,91,628
Total	158,788	41,818	65,369	22,300	6,761	13,407	194,155	502,598	25,50,831	27,84,111	7,36,24 296	8,12,05,041

Order.—Ordered, that the report and the statements be published in the *Gazette of India* for general information.

STEPHEN JACOB,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS

No. XXXIII OF 1892-93

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS

N.B.—As regards the figures in column *Total Receipts from 1st April 1892* audited figures have been used as far as possible

RAILWAY.	Average earnings per mile per week in 1891-92	Week ending 28th November 1891. Mean mileage worked	Earnings: Total	Earnings: Per mile open per week	Week ending 26th November 1892. Mean mileage worked	Earnings: Total	Earnings: Per mile open per week	Earnings from 1st April to 28th November 1891.	Earnings from 1st April to 26th November 1892	Increases in 1892-93	Decreases in 1892-93.
	R	Miles	R	R	Miles	R	R	R	R	R	R
State lines worked by companies											
Standard gauge—											
East Indian (a)	590	1,634	11,05,316	676	1,639	10,35,270	632	3,23,49,083	3,14,70,836		8,78,247
Bengal Nágpur	150	831	1,06,147	131	831	98,054	118	37,21,417	34,14,014	..	3,07,403
Indian Midland	127	752	1,19,954	160	752	1,0 ,377	136	29,83,191	30,84,795	1,01,604	..
Metre gauge—											
Rajputana-Malwa	253	1,672	4,35,186	260	1,674	4,00,000	239	1,36,02,415	1,38,11,824	2,09,409	..
South Indian	150	901	1,26,033	140	1,100	1 40,757	127	47,12,348	4 ,61,670	2,49,342	
Southern Mahratta	86	1,044	1,07 004	102	1,044	88,561	85	3 ,45,147	28,33 854		2,11,293
Bengal and North Western (b)	130	73	87,501	118	755	94,720	125	32,37,17	33,37,48	1,00,310	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	50	199	9,333	47	199	9,852	50	3, 2,065	4,04,931	81,066	
TOTAL	250	7,772	20,98,904	270	8,000	19,69,591	246	6,3 ,7 ,738	6 33,19,406		6,54,332
State lines worked by the State.											
Standard gauge—											
North Western (c)	264	2,305	7,0 ,671	331	2,511	5,32,056	212	2,18 48,335	1,58,38,170		60,10,165
Oudh and Rohilkhand	244	692	1,60,023	231	692	1,53,878	222	55,20,44	53,14 393	...	2,06,049
Eastern Bengal (including metre and 2' 6' gauges)	84	777	2,95 381	380	777	3,29,340	424	80 26 889	79,35,886	...	91,003
Bengal Central (d)	117	125	14,071	113	125	17,070	137	5,02,3 8	4,97,098	...	5,230
Metre gauge—											
Burma (e)	203	609	1,02,547	168	715	1,14,871	161	34,14,958	41,26,760	7,11,802	
Special gauges—											
Jorhat	47	28	1,2 7	46	28	758	27	44,677	47,429	2,752	
Cherra-Companyganj	44	8	3 7	46	8	496	62	11,300	10,433	.	867
TOTAL	2 1	4,634	13,60 337	295	4,856	11,49,399	237	3,93,68,929	3,37,70,169		55,98,760
Lines worked by guaranteed companies.											
Standard gauge											
Great Indian Peninsula (f)	572	1,492	8,62,103	578	1,490	7,42,126	498	2,76,80,667	2,35,17,644	..	41,63,023
Bombay, Baroda and Central India	5 0	461	2,71,807	590	461	2,38 000	516	90,13,416	90,69 907	56,491	..
Madras	2 0	840	1,78 758	213	840	2, 1,342	240	61,97 211	60,84,118		1,13,093
TOTAL	468	2,793	13 13,668	470	2,791	11,81,468	423	4, 8,91,294	3,86,71,669		42,19,625
TOTAL (GUARANTEED AND STATE)	2 0	15,19	47,77,909	314	15,647	43, 0 458	275	14,62 33,961	13,57,61,244		1,04,72,71
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	21,320	132	162	1 ,974	123	7,30,340	7,08,454	.	21,886
Tarakeshwar	2 8	2	5, 45	238	2	5, 1	233	1,91,023	1,87,557		3,466
Metre gauge—											
Rohilkhand Kumaun (Company's section)	114	67	9,172	137	67	5,955	90	2,78,762	3 12 009	33,247	...
Dibru-Sadiya	128	78	9 835	120	78	8,314	107	3,38 840	3,40,413	1,573	.
TOTAL	135	32	45, 81	139	329	30,304	120	15,38,965	15,48,433	9,468	
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	63,310	179	354	56,312	159	17,74, 61	17,13 474	.	60,78
The Gaekwar's Petlád	91	13	1,354	104	13	1,110	85	40, 30	40,015		61
Metre gauge—											
Southern Mahratta (Mysore sec)	86	296	27,344	92	311	33,491	108	9,01,135	9,41,832	40,697	...
The Gaekwar's Mehsána	50	93	5,0 9	54	93	4,320	46	1,29,469	1,61,565	32 096	.
Kolhápur	55	29	1,668	58	29	1,548	53	(g) 51,424	59,278	7,854	.
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,601	50	72	3,340	46	1,33,645	1,56,285	22,640	...
TOTAL	107	857	1,02,296	119	87	1,00,121	115	30,30,564	30,72,449	41,885	..
Lines owned by native states and worked by state railway agency											
Standard gauge—											
Rájpura-Bhátinda	118	108	8,917	83	108	8,890	82	4,19,945	3,12,169		1,07,77
Lines owned and worked by native states											
Metre gauge—											
Bhávnagar-Gondal-Junagarh-Porbandar	83	334	36 742	110	334	25 951	78	9,32 134	10 44,939	1,12 805	
Jodhpur-Bickaneer	72	223	15,927	71	291	17,000	58	4,10 500	5,97,451	1,50,951	...
Special gauge—											
Morvi	63	94	5,764	61	94	5,974	64	2,13,016	2,07,902	..	5,0
TOTAL	76	651	58,433	90	719	48, 25	68	15,55,650	18,50,382	2,94,732	.
GRAND TOTAL	269	17,144	49,93 136	291	17,675	44,97,767	254	15,27 70,085	14,25,44,077	.	1,02,34

(a) Includes the Patna-Gya state railway.
(b) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(c) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways
(d) Although for convenience classed amongst the state railways, this line the property of the Bengal Central railway company.
(e) Includes the Mu Valley state railway.
(f) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amráoti railways
(g) Total receipts from 21st April to 28th November 1891.

F. B. HEBBERT, *M. Inst C.E.*,
Under-Secretary

CALCUTTA,

GOVERNMENT OF INDIA

FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1892.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS

Districts.	Wheat, Present fortnight.	Wheat, Past fortnight	Barley, Present fortnight	Barley, Past fortnight	Rice, best sort, Present fortnight	Rice, best sort, Past fortnight	Rice, common, Present fortnight	Rice, common, Past fortnight	Jowar or Cholum (*Sorghum vulgare*), Present fortnight	Jowar or Cholum, Past fortnight	Bajra or Cumbu (*Pennisetum typhoideum*), Present fortnight	Bajra or Cumbu, Past fortnight	Marua or Ragi (*Eleusine coracana*), Present fortnight	Marua or Ragi, Past fortnight	Kangni or Kakun, Italian Millet (*Setaria italica*), Present fortnight	Kangni, Past fortnight	Gram, Chenna, Chola, Kadalay or Sunaga (*Cicer arietinum*), Present fortnight	Gram, Past fortnight	Maize (*Zea Mays*), Present fortnight	Maize, Past fortnight	Arhar or Thur, Cadian Pea (*Cajanus indicus*), Present fortnight	Arhar, Past fortnight	Firewood, Present fortnight	Firewood, Past fortnight	Salt, Present fortnight.	Salt, Past fortnight
	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch.
Burma—																										
Tenasserim—																										
Mergui					9 8	10 4	12 14	1 14															428 0	428 0	12 0	12 0
Tavoy					10 12	10 12	12 0	12 0															309 3	399 3	14 3	14 3
Moulmein and Amherst	7 14	7 14			8 1	8 1	9 11	9 11	6 5	6 5							10 2	10 2	12 2	12 2			220 0	220 0	18 11	18 11
Pegu (deltaic)—																										
Pegu					8 5	8 5	10 14	10 14									11 2	11 2	20 8	20 8			143 0	143 0	14 3	14 3
Rangoon	9 0	9 0		..	9 8	9 8	10 8	10 5	9 8	9 0					..		9 0	8 8					130 0	130 0	15 0	15 8
Thôngwa				...	5 9	5 10	9 4	9 4															150 0	15 0	14 4	14 4
Bassein					12 1	11 3	12 8	12 6									10 9	10 5					211 2	211 12	19 4	19 4
Pegu (inland)—																										
Shwegyin					7 15	7 8	8 5	7 12															250 0	250 0	14 2	14 2
Tharrawaddy					9 8	9 8	14 3	14 3									7 2	7 2			7 2	7 2	450 0	450 0	14 3	14 3
Henzada					8 5	8 5	8 5	8 5									0 8	9 8					183 8	183 8	16 2	16 2
Prome	10 6	10 6			9	0 3	10 3	10 3									9 2	0 2			9 6	9 6	193 3	193 3	14 3	14 3
Toungoo					9 11	9 11	10 10	10 10									10 14	10 14					320 8	326 8	14 3	14 3
Thayetmyo	9 2	10 5			8 4	8 12	9 3	9 13									10 10	10 1	28 3	28 3			392 0	392 0	14 8	14 8
Upper Burma—																										
Mandalay	9 11	12 0			9 11	9 6	10 7	10 1	21 5	20 5							1 14	10 3	20 13	20 13	8 9	8 14	70 0	70 0	18 0	18 0
Bhamo	‡‡	‡‡			7 11	7 11	0 5	0 5	‡	‡							9 0	9 0	‡‡	‡‡	7 2	7 2	218 0	218 0	9 10	9 10
Pakôkku	‡‡	‡‡		..	6 7	7 0	9 5	5 10	27 10	28 10							13 8	13 8	‡‡	‡‡	5 9	5 9	113 0	113 0	14 3	14 3
Meiktila	4 3	4 3	..	...	7 2	7 2	8 14	8 14	10 11	10 11							14 4	14 4	[illegible]	20 13	5 13	5 13	222 10	222 10	16 0	16 0
Arakan—																										
Sandoway			..	.	14 6	14 6	18 0	17 4															469 11	469 11	14 0	16 0
Kyaukpyu	..	..	.	..	10 7	11 6	10 5	12 6									6 0	6 0		..			340 0	340 0	15 0	16 8
Akyab					10 0	10 0	11 0	11 0									9 0	9 0			0 0	9 0	150 0	150 0	11 0	11 0
Assam—																										
Surma—																										
Sylhet		.	..	..	8 14	9 6	10 10	10 0			...	..	...		.	.	11 4	11 6				.	108 0	108 0	10 10	10 8
Cachar	8 0	8 9	..	...	6 12	6 8	8 0	8 0			..	..	...	..	.	..	11 8	11 8			...		80 0	80 0	10 0	10 0
Khasi and Jaintia Hills		.	...	..	5 12	5 11	6 12	7 1	..	..		.	.	.			8 3	8 3	16 0	16 0	..	.	100 0	100 0	7 9	7 8
Garo Hills	.		.	...	6 0	6 0	8 0	10 0									8 0	8 0	.	.		.	160 0	160 0	7 0	7 0
Brahmaputra—																										
Goálpara	11 0	12 0	...	...	6 0	6 0	10 0	10 0	...	..	..	..	..	..	..	..	11 0	10 0	.	...	13 0	13 0	80 0	80 0	10 0	10 0
Kamrup	8 0	8 0	...	...	10 0	11 0	13 0	14 0	..	..	...	..	...	...	..	..	10 0	10 0	...	..	...	..	160 0	160 0	10 0	10 0
Darrang	6 0	6 0	..	...	10 0	9 0	12 0	10 0	.	...	...	..	...	..	...	...	12 0	10 0	...	...	...	.	100 0	100 0	10 0	10 0
Nowgong	.	...	...	...	7 0	7 0	12 0	10 0	...	...	...	...	...	...	..	...	8 0	8 0	...	...	...		120 0	120 0	8 0	8 0
Sibsagar	..	.	...	.	6 0	6 0	16 0	12 0	...	...	...	...	...	...	...	...	10 0	10 0		...	...	..	60 0	60 0	9 0	9 0
Lakhimpur	7 0	7 0	...	...	6 8	6 8	9 8	10 0	...	..	..	...	...	.	..	.	10 8	8 0	10 0	10 0	...	...	160 0	160 0	8 0	8 0

Bengal—																										
Eastern hill tracts—																										
Chittagong Hill Tracts	...	...	...	...	8 0	8 0	8 14	8 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	240 0	240 0	8 0	8 0
Hill Tippera(a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nágá Hills	...	...	...	...	3 0	3 0	4 12	4 0	...	...	...	...	...	...	...	...	6 0	6 0	...	...	...	...	55 0	58 0	3 1	3 8
Eastern—																										
Backergunge	...	...	...	...	9 0	9 0	10 0	10 8	..	...	...	...	...	...	...	..	12 5	13 3	...	...	...	...	80 0	80 0	10 10	10 10
Noakhali	.	..	...	...	7 8	10 0	10 0	11 0	...	...	...	...	...	...	...	...	8 0	9 0	...	...	...	...	...	...	9 0	9 0
Chittagong	10 0	10 0	...	..	9 0	10 0	11 8	12 0	...	...	...	...	...	...	...	...	11 4	11 0	..	...	...		110 0	110 0	9 8	10 0
Tippera	10 0	9 8	...	...	8 0	7 6¼	9 0	8 0	...	...	...	..	...	...	...	...	11 0	11 0	...	...	8 0	6 8	..	...	10 13½	10 13½
Dacca	...	11 0	...	...	7 8	9 0	9 0	10 0	...	...	...	...	...	...	...	...	...	14 8	...	...	...	17 0	120 0	120 0	9 0	10 0
Mymensingh	9 8	9 8	...	...	6 0	8 0	7 0	8 8	.	..	...	...	...	...	...	...	12 8	12 8	...	...	13 0	13 0	120 0	120 0	10 0	10 0
Deltaic—																										
Khulna	...	...	...	...	10 0	10 0	10 4	10 4	.	...	...	...	...	...		..	10 8	10 8	...	...	10 0	10 0	160 0	140 0	9 0	9 0
24-Parganas	11 4	11 4	16 0	16 0	8 0	8 0	11 0	11 0	...	...	...	...	...	...	7 0	7 8	14 0	14 0	18 0	20 0	17 0	17 0	100 0	100 0	11 0	11 0
Midnapore	11 8	11 10		...	9 8	9 8	10 10	10 10	..	...	...	...	...	...	...	..	13 0	13 0	...	...	17 0	17 0	280 0	280 0	11 7	11 7
Howrah	...	.	..	...	8 14	8 14	11 13	11 6	.	.	..	.	...	...	.	..	..	...	...	..	10 10	10 10	106 0	106 0	10 10¾	10 10¾
Calcutta	11 1	11 2	15 3	15 3	8 0	8 0	10 14	10 13	15 5	15 6	12 4	11 13	...	...	9 12	10 0	14 5	14 4	19 5	20 0	15 4	15 2	85 0	85 0	11 3	11 6
Hooghly	12 0	12 8	13 5	13 0	8 0	8 0	10 10	9 8	.	.	...	...	...	...	...	..	13 14	12 8	...	...	11 6	12 0	120 0	120 0	10 10	10 8
Nadia (Krishnagar)	11 13½	11 13½	17 12½	17 12½	9 6½	9 0	11 4¾	11 4	..	...	...	...	...	...	...	...	15 4	15 0	...	..	17 12½	17 12½	..		10 10½	10 10½
Jessore	11 0	10 0	...		9 0	9 4	11 8	12 8	..	.	..	...	...	...	...	...	12 0	14 8	..	..	15 0	15 0	120 0	120 0	9 2	9 14
Faridpur	10 0	10 0	..	...	8 0	8 0	11 0	11 0	...	..	...	...	...	...	...	.	12 0	13 0	...	...	...	...	...	...	10 0	10 0
Central—																										
Bankura	12 8	12 0	...	...	9 4	8 12	11 4	10 8	..	.	...	..	...	..	...	..	14 8	14 8	17 0	..	14 0	14 0	320 0	320 0	10 0	10 0
Burdwan	12 10	12 10		..	9 0	9 0	10 8	11 4	..	..	...	..	...	. .	...	.	15 0	14 4	...	...	17 0	17 0	100 0	100 0	12 0	12 0
Birbhum	10 4	10 4	9 0	9 0	9 12	9 12	11 4	11 4	..	...	...	...	...	...	...	...	13 8	13 8	22 0	..	10 8	10 8	160 0	160 0	10 12	10 12
Murshidabad	12 0	12 0		.	9 0	9 0	11 0	12 0	...	...	...	...	...	...	..	.	15 0	16 0	.	...	17 0	17 0	200 0	200 0	10 8	10 8
Sonthal Parganas	11 0	11 0	. .	...	9 0	9 0	10 0	11 0	...	..	...	..	...	...	...	...	13 4	13 0	22 0	22 0	13 4	14 0	200 0	200 0	10 0	10 0
Pabna	13 8	13 8	..		0 12	0 12	12 0	13 2	...	...	...	...	..	...	...	.	18 0	13 8	...	...	17 4	17 4	200 0	200 0	9 12	9 12
Bogra	12 0	12 0			7 8	9 12	10 8	12 0	...	..	..	.. .	...	...	...	...	12 0	12 0	...	...	. .	..	90 0	90 0	9 15	9 12
Raishahi	12 0	12 0	16 8	12 0	9 0	9 0	10 14	11 4	...	...	...	...	...	...	...	...	15 0	15 0		..	16 10	16 8	240 0	240 0	9 9	9 9
Malda	12 8	12 8		..	9 0	9 0	13 0	12 0	...	..	...	...	...	...	13 0	13 0	14 0	14 0	...	...	.	.	120 0	120 0	10 0	10 0
Northern—																										
Rangpur	11 8	11 8		...	8 0	8 0	11 0	10 0	...	...	...	...	...	...	...	...	11 4	11 4	...	...	10 0	9 8	80 0	80 0	10 0	10 0
Dinajpur	11 4	11 4	15 12	15 12	9 0	8 12	13 0	13 4	...	...	...	...	...	...	...	...	13 8	13 12	..	...	14 12	14 12	160 0	160 0	9 4	9 4
Jalpaiguri	11 0	11 0	13 0	13 0	6 0	6 0	10 0	10 0	...	..	...	...	..	...	...	...	13 0	13 0	.	.	11 0	11 0	200 0	200 0	10 0	10 0
Darjeeling	7 0	7 0	8 0	8 0	5 0	5 0	10 0	10 0	...	...	...	...	13 0	13 0	...	...	11 0	11 0	16 0	16 0	8 0	8 0	120 0	120 0	8 0	8 0
Orissa—																										
Puri	.	...		.	7 1	7 1	13 2	13 2	...	..	...	...	...	...	...	...	...	...	..	...	...	...	...	...	12 0	12 0
Cuttack	10 8	10 3		...	7 14	7 14	11 13	11 13	...	...	...	...	...	...	...	...	17 1†	16 12†	..	...	15 12	21 0	80 0	80 0	11 0	11 0
Balasore	11 0	11 0	10 0	10 0	10 0	10 0	18 0	18 0	...	...	..	...	...	...	...	...	12 0	12 0	...	...	10 12	10 12	160 0	160 0	11 0	11 0
Chota-Nagpur—																										
Singhbhum	12 0	13 0		..	11 0	12 0	14 0	14 0	...	...	...	..	...	...	...	..	12 0	12 0	16 0	16 0	14 0	14 0	120 0	120 0	9 0	9 0
Manbhum	11 12	11 3	16 0	16 0	8 8	9 0	12 0	12 0	...	...	...	...	...	...	...	...	14 12	14 0	21 0	18 0	16 0	16 0	...	...	10 10	10 10
Lohardaga	7 8 to 11 0	11 0	10 0	11 0	13 0 to 12 0	11 0	14 0	13 0 to 15 8	..	..	...	...	30 0	34 0	...	..	11 0 to 13 0	11 0 to 12 0	20 0	23 0	10 8 to 15 0	11 8 to 16 0	140 0 to 160 0	160 0	9 8	9 0
Palámau	11 13	11 13	13 8	...	11 4	11 4	14 10	14 10	...	...	...	...	29 0	...	...	...	11 6	12 15	27 0	27 0	...	...	...	...	9 4	8 14
Hazáribágh	11 0	11 0	13 0	15 0	7 0	8 0	11 8	12 8	...	...	...	...	28 8	27 0	...	...	13 0	13 8	21 0	24 0	15 8	15 8	240 0	240 0	9 0	9 8

† Kalai. ‡ Not sold. (a) Not stated.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1892—*continued.*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JOWAR OR CHOLUM (*Sorghum vulgare*).		BAJRA OR CUMBU (*Pennisetum typhoideum*).		MARUA OR RAGI (*Eleusine coracana*).		KANGNI OR KAKUN, ITALIAN MILLET (*Setaria italica*).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (*Cicer arietinum*).		MAIZE (*Zea Mays*).		ARHAR, OR THUR, CADIAN PEA (*Cajanus indicus*).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bengal—*continued.*																										
Bihár, south—																										
Monghyr	12 0 to 13 0	12 8 to 13 0	14 0 to 15 0	15 0 to 16 0	8 8 to 9 0	9 0	12 0	11 4	...	...	...	...	...	30 0 to 32 0	14 8	16 0	16 0 to 17 0	16 0 to 16 8	23 0	25 0 to 26 8	15 0 to 16 0	15 0 to 16 0	160 0	160 0	10 8	10 4
Gaya	12 8	12 0	14 8	17 0	9 0	9 0	12 8	12 8	...	14 8	...	17 0	21 0	24 0	17 0	17 0	16 0	17 0	21 8	20 8	18 0	18 0	180 0	180 0	10 0	10 0
Patna	14 8 to 15 0	14 0 to 15 0	20 0	22 0	10 0	10 8	15 0	15 3	26 0	25 0	...	...	...	20 0	25 0	20 0	21 0	21 0	25 0	26 0	21 0	22 0	130 0	130 0	11 8	11 8
Shahabad	13 0	14 0	16 0	17 0	8 0	8 0	10 0	11 0	...	...	...	...	...	...	8 0	8 0	16 0	17 0	20 0	20 0	17 0	16 0	160 0	128 0	11 0	11 0
Bihár, north—																										
Purnea	11 0	11 0	...	...	9 0	10 0	13 0	14 0	...	...	...	...	32 0	32 0	21 0	21 0	13 0	14 0	20 0	16 0	13 0	13 0	320 0	320 0	10 0	10 0
Bhágalpur	13 14	13 14	15 2	15 2	10 1	10 1	12 10	12 10	17 10	..	25 4	...	25 4	20 3	20 3		15 2	15 12	24 0	26 8	16 6	17 0	176 12	164 0	10 11	10 11
Darbhanga	11 8	12 10	15 6	15 6	11 0	11 0	15 6	14 11	...	...	...	...	26 6	26 6	15 6	15 6	15 6	16 8	25 5	26 6	17 0	18 11	176 0	176 0	10 4	10 0
Muzaffarpur	12 0	12 0	19 0	19 0	8 0	8 0	12 0	12 0	...	...	...	...	30 0	30 0	...	...	18 0	18 0	26 0	26 0	19 0	19 0	160 0	160 0	10 8	10 8
Saran	13 0	13 8	16 8	17 8	8 0	8 8	12 12	12 11	...	...	...	...	23 0	24 0	16 0	16 0	18 0	17 11	23 0	22 12	19 0	19 4	180 0	160 0	10 8	10 8
Champaran	11 8	11 8	14 8	15 8	9 0	9 0	16 0	16 8	...	...	...	...	28 0	27 8	..	..	15 8	16 0	25 8	25 0	16 8	16 8	160 0	160 0	10 8	10 8
N.-W. Provinces—																										
Eastern—																										
Mirzapur	12 0	12 0	18 0	18 0	8 0	8 0	12 8	12 0	20 8	20 0	18 0	20 0	18 0	18 0	12 8	12 0	18 0	18 0	20 0	19 0	20 0	21 0	100 0	100 0	10 0	10 0
Benares	13 4½	13 2	17 1	16 15	9 8	9 8	11 6	11 8½	17 7	17 5½	17 1½	16 13	19 8	19 8	17 5½	18 7	18 2	18 0	20 14	21 6½	20 14	21 3½	125 0	122 8	9 12	9 10
Ghazipur	14 3	14 3	17 6	18 0	7 1	7 1	10 5	10 5	18 0	18 0	16 1	16 12	21 14	23 3	15 7	15 7	16 1	17 6	20 10	19 5	20 0	21 4	180 4	180 4	9 10	9 10
Jaunpur	12 8	13 8	18 0	19 8	7 0	7 0	11 0	10 0	...	...	...	...	24 0	...	..	..	21 0	18 0	21 0	21 0	22 0	22 0	160 0	160 0	10 0	9 12
Allahabad	12 4	12 0	17 4	17 4	8 0	8 0	8 8	9 0	20 0	19 8	20 0	19 8	...	...	14 0	13 0	20 4	20 4	19 0	19 0	21 0	21 10	97 8	97 8	10 0	10 0
Central—																										
Bánda	16 4	16 0	21 8	21 0	8 0	7 8	13 8	11 0	...	...	...	...	...	...	...	...	22 0	21 0	...	...	26 0	23 0	160 0	160 0	10 8	10 8
Fatehpur	12 8	12 8	19 0	19 0	8 0	10 0	12 0	14 0	...	...	...	...	...	...	...	...	18 8	18 8	...	...	23 0	23 0	160 0	160 0	10 12	10 12
Hamírpur	17 0	16 4	18 8	19 8	9 0	9 0	11 8	11 8	20 8	20 0	21 0	19 8	...	...	...	...	23 0	22 4	...	...	32 0	32 0	140 0	140 0	11 4	11 4
Jalaun	17 0	17 0	21 0	21 0	8 0	9 0	9 0	10 0	21 0	21 0	20 0	20 0	...	...	16 0	16 0	22 0	22 0	18 0	18 0	24 0	24 0	160 0	160 0	11 0	11 0
Cawnpore	14 0	13 8	20 8	20 0	7 8	8 0	12 0	12 0	21 0	21 0	20 0	20 0	...	...	19 0	20 0	21 0	19 8	24 0	22 8	21 0	22 0	120 0	120 0	12 0	12 0
Etáwah	14 10	14 10	20 12	20 12	5 0	5 0	13 0	13 0	19 4	19 4	18 4	18 4	20 0	20 0	20 0	20 0	20 4	20 4	24 0	24 0	25 0	25 0	120 0	120 0	11 12	10 8
Farukhabad	13 12	13 12	19 12	19 0	5 4	5 4	8 0	8 0	19 12	19 12	19 0	16 8	...	...	...	..	21 0	20 0	21 0	22 0	22 8	23 4	120 0	120 0	12 0	12 0
Mainpuri	15 0	15 0	20 4	20 4	4 8	4 8	10 0	10 0	20 0	20 0	18 0	18 0	...	...	...	...	20 12	20 12	23 8	23 0	23 0	23 0	160 0	160 0	11 0	11 0
Etah	15 12	15 12	24 8	23 8	6 8	6 8	12 8	13 4	...	...	22 8	20 8	22 8	22 8	10 4	10 8	24 8	24 8	30 8	27 8	17 8	17 8	160 0	160 0	12 0	12 0
Western—																										
Jhánsi	16 0	16 0	24 0	23 0	7 0	7 0	12 0	12 8	21 4	21 4	...	...	...	...	...	...	21 8	21 12	...	...	27 4	27 4	160 0	160 0	11 0	11 0
Agra	13 8	13 8	23 0	23 0	5 0	5 0	9 8	9 8	21 0	21 0	22 8	22 8	...	...	18 0	18 0	23 0	23 0	23 0	24 0	15 8	15 8	100 0	110 0	12 0	12 0
Muttra	14 8	14 0	25 8	24 8	7 8	7 8	11 8	11 8	27 0	27 0	23 0	25 0	...	...	8 0	8 0	26 0	26 0	22 0	23 0	28 0	28 0	120 0	120 0	12 0	12 0
Aligarh	14 8	14 8	24 0	22 8	5 0	6 0	9 0	10 0	22 0	22 8	22 0	22 0	...	...	13 0	12 8	23 0	24 0	28 0	24 0	24 0	21 8	145 0	145 0	11 0	11 8
Bulandshahr	15 4	15 4	23 0	22 12	6 0	6 0	9 15	9 11	22 12	22 0	22 0	21 8	...	...	14 0	14 0	24 0	23 12	22 0	23 8	17 0	17 0	120 0	120 0	11 8	11 8
Submontane—																										
Ballia	14 12	14 12	18 12	18 12	9 12	9 12	14 4	13 8	...	...	...	...	23 4	23 4	16 0	16 0	16 12	16 12	20 0	20 0	19 8	19 8	115 0	115 0	11 0	11 0
Azamgarh	13 5	13 5	18 1	18 1	8 14	8 14	14 1	14 1	...	...	...	...	...	...	...	...	18 7	18 7	...	...	15 8	15 8	177 8	177 8	9 13	9 13
Gorakhpur	12 0	12 8	18 0	17 1	9 0	9 0	13 8	12 15	...	...	...	...	21 0	19 12	16 3	16 3	17 1	17 1	19 12	19 12	18 14	19 5	140 0	140 0	9 10	9 10
Basti	16 0	15 0	20 0	18 8	10 0	10 0	32 0	32 0‡	14 0	14 0	...	...	14 0	14 0	10 0	10 0	18 0	18 0	22 0	22 0	20 0	20 0	160 0	160 0	10 0	10 0
Sháhjahánpur	14 8	14 0	20 0	20 0	8 0	8 0	8 8	8 8	20 0	20 0	22 0	...	...	20 0	20 0	20 0	20 0	20 0	20 0	20 0	20 8	20 0	140 0	140 0	11 0	11 0
Budaun	15 12	15 4	21 0	20 8	9 0	7 0	...	14 0	19 0	18 0	20 0	19 0	...	...	15 0	15 0	23 0	22 0	24 0	23 8	26 0	25 0	160 0	160 0	11 8	11 8
Pilibhit	13 2	13 2	27 8	20 0	11 4	11 4	13 2	13 12	26 4	25 0	...	...	...	...	...	...	21 14	20 10	26 4	25 0	...	...	130 0	130 0	10 14	10 14

Bareilly	12 14	12 14	18 12	18 12	5 14	5 14	11 3	10 14	21 2	18 12	17 9	15 4	...	...	8 12	8 12	18 12	19 6	21 12	20 9	21 2	21 1	125 0	125 0	10 9	10 9
Moradabad	14 6	14 0	20 0	19 0	6 8	7 7	11 4	8 4	22 0	22 0	19 0	19 6	...	...	15 0	17 8	20 12	20 9	23 8	22 14	20 0	18 5	100 0	100 0	11 4	11 0
Naini Tal	10 0	10 0	16 0	16 0	5 0	5 0	8 0	9 0	...	...	10 0	10 0	...	...	...	...	14 8	14 8	...	...	9 0	9 0	160 0	160 0	7 0	8 0
Almora	9 8	9 8	11 4	11 4	8 0	8 0	8 8	8 8	...	...	...	...	12 0	12 0	16 0	14 0	12 0	12 0	...	...	9 0‖	9 0‖	200 0	160 0	7 0	
Bijnor	13 12	14 1	19 2	21 10	9 0	10 2	13 0	12 6	...	...	19 2	...	...	...	...	...	19 6	20 8	20 4	20 4	...	...	135 0	135 0	11 0	11 0
Muzaffarnagar	14 14	15 0	22 0	24 3	6 9	6 9	11 8	11 8	22 0	22 0	16 9	16 8	8 13	9 14	6 9	6 9	22 0	22 0	17 10	17 10	14 5	13 3	132 0	132 0	11 0	11 [illegible]
Meerut	14 8	14 8	21 0	21 0	5 0	5 0	12 0	12 0	26 0	26 0	19 0	19 0	8 0	10 0	8 0	10 0	22 8	22 8	20 0	20 0	22 0	22 0	100 0	100 0	11 8	11 8
Saháranpur	13 0	13 0	17 0	17 0	7 8	7 0	10 0	10 0	22 0	22 0	20 0	20 0	20 0	20 0	16 0	16 0	19 8	19 8	22 0	20 0	14 0	14 0	120 0	120 0	10 12	10 8
Dehra Dún	12 8	12 8	16 8	16 8	8 8	8 8	9 0	9 0	15 0	15 0	15 0	15 0	18 0	18 0	...	...	18 0	18 0	20 0	20 0	18 0	18 0	160 0	160 0	10 0	10 0
Garhwál	7 0	7 0	10 0	10 0	4 8	4 8	6 8	6 8	...	...	...	...	11 0	11 0	14 0	14 0	7 0	7 0	...	...	7 0	7 0	160 0	160 0	6 4	6 4
Oudh—																										
Southern—																										
Partabgarh	14 0	13 0	22 0	21 0	8 0	8 0	15 0	16 0	...	...	...	...	...	...	...	...	23 0	22 0	...	...	16 0	16 0	160 0	160 0	10 8	10 0
Sultanpur	14 8	14 8	20 8	22 0	8 0	8 0	16 0	15 8	23 8	23 8	19 0	19 0	31 0	30 0	18 0	18 0	24 0	24 0	16 0	16 0	25 0	25 0	160 0	160 0	10 0	10 0
Rae-Bareli	13 0	12 8	21 0	21 8	7 0	7 0	15 0	14 0	22 0	28 0	20 8	24 0	24 8	29 0	19 8	16 [illegible]	22 8	22 8	16 0	16 0	25 0	28 8	180 0	180 0	10 0	10 0
Unao	13 0	13 0	18 0	18 0	8 0	8 0	14 0	13 0	19 0	19 0	19 0	19 0	...	...	...	...	18 8	18 8	21 0	21 0	16 0	16 0	160 0	160 0	11 0	11 0
Lucknow	13 8	13 0	19 14	19 12	6 0	6 0	14 0	13 12	22 0	20 0	21 0	20 8	...	...	23 0	24 0	20 0	20 0	26 0	22 8	20 8	21 0	100 0	100 0	11 0	11 0
Hardoi	15 8	15 8	22 0	22 0	8 0	8 0	16 0	16 0	22 0	21 0	...	...	...	...	...	...	22 0	22 0	23 0	23 0	16 0	16 0	160 0	160 0	11 8	11 8
Northern—																										
Fyzabad	13 2	13 6	18 8	18 4	10 12	10 12	15 0	15 0	...	...	18 0	18 0	...	...	15 8	17 0	20 0	20 0	25 0	25 0	20 0	20 4	120 0	120 0	10 0	10 0
Barabanki	12 12	12 5	20 0	20 0	7 0	10 8	14 0	14 8	24 4	23 5	18 8	18 0	24 0	26 0	18 0	21 0	24 0	23 0	27 0	26 0	21 0	21 8	120 0	115 0	11 0	11 0
Gonda	15 0	15 2	19 0	20 0	12 0	12 0	15 4	15 4	23 0	23 0	21 0	20 0	...	...	16 0	16 0	21 0	21 0	34 0	36 0	23 8	23 8	200 0	200 0	10 8	10 8
Bahraich	15 8	15 8	22 12	22 12	11 0	11 0	13 0	13 0	26 0	26 0	17 0	17 0	35 0	35 0	10 0	10 0	20 8	21 8	33 0	33 0	22 12	22 12	160 0	160 0	11 0	11 0
Sitapur	14 12	14 8	22 0	22 0	8 0	8 0	18 0	18 0	25 0	...	22 0	...	23 0	...	20 0	...	27 0	26 8	29 0	32 0	22 8	22 8	160 0	160 0	11 0	11 0
Kheri	15 0	15 4	26 0	26 0	8 0	8 0	14 0	16 0	30 0	32 0	...	...	...	30 0	12 0	12 0	25 0	25 0	30 0	30 0	24 8	24 0	160 0	160 0	10 8	10 8
Rajputana—																										
Eastern—																										
Partábgarh	13 12	13 12	17 8	16 4	8 12	8 12	10 0	10 0	18 12	17 8	12 8	12 8	...	...	...	...	18 12	18 8	22 8	22 8	21 14	25 0	...	...	13 2	14 2
Bánswara	17 8	16 14	18 12	18 12	7 8	7 8	15 0	13 12	18 12	...	..	..	...	...	...	...	26 4	25 0	41 0	36 9	18 12	20 0	...	...	10 5	10 5
Meywar (Oodeypore)	10 2½	10 2½	14 1	14 7½	7 13	7 13	8 3½	8 9½	16 6½	15 10	10 2½	8 9½	*Nil*	*Nil*	14 1	14 1	12 8	12 1¾	18 12	15 10	9 6	7 0½	160 0	160 0	9 6	9 6
Sirohee	11 0	11 0	16 0	16 0	5 8	5 0	6 0	6 0	16 0	15 0	15 0	14 0	...	...	19 0	19 0	13 0	13 0	17 0	15 0	12 0	12 0	160 0	160 0	11 0	10 8
Erinpura	11 2	11 4	16 4	16 12	...	...	7 6½	7 8	18 1	18 4	15 4	16 0	...	...	...	...	16 15	17 4			...	...	220 0	220 0	12 4	12 4
Ajmere	12 3	12 3	19 8	19 8	5 0	5 0	9 10	9 10	19 0	19 0	20 0	17 0	...	...	...	...	19 8	18 8	20 0	19 0	.	...	87 8	87 8	12 14	12 8
Abu	10 4	10 15	15 0	14 8	5 12	6 0	6 12	7 0	...	..	13 8	12 5	...	...	...	...	13 8	14 0	16 0	15 0	9 8	9 8			11 0	11 0
Kishengarh	12 8	12 0	18 0	18 8	8 0	0 0	9 12	10 0	19 8	16 4	17 0	16 4	†	†	†	†	17 0	18 8	19 8	18 8	†	†	*	*	12 8	12 0
Boondee	18 0	18 0	22 0	20 0	7 8	8 0	8 0	8 8	30 0	28 0	...	...	...	...	...	...	17 8	17 0	29 0	26 0	...	...	160 0	160 0	10 0	9 0
Kotah	19 0	19 0	19 0	19 0	7 8	7 8	8 8	8 8	30 0	28 0	14 0	14 0	...	...	...	...	21 0	20 0	30 0	30 0	17 0	17 0	240 0	240 0	10 0	9 12
Jhallawar	15 10	15 2	22 14	23 10½	7 1	7 1	10 3	10 3	22 6	22 6	15 8	15 12½	...	...	24 5	24 5	16 8	16 13	24 5	25 8	11 12½	11 12½	175 0	175 0	8 13	9 0
Tonk	16 4	16 5	21 8	21 2	6 8	7 8	7 8	8 0	26 8	25 12	21 0	...	...	...	...	...	15 8	16 3	21 0	...	...	...	85 0	95 0	10 14	10 10
Jeypore	13 4	13 8	20 4	19 12	5 0	5 0	7 8	7 8	20 0	20 0	17 4	17 0	†	†	12 0	12 0	19-8 to 22 0	19-4 to 22 0	21 8	21 0	24 0	23 0	100 0	105 0	12 0	12 0
Kerowlee	16 14	16 9	23 2	22 13	10 10	10 10	11 4	11 4	22 13	22 8	21 4	21 4	...	...	15 0	15 0	24 1	22 13	...	...	40 0	35 0	200 0	200 0	11 4	11 4
Dholpur	16 5¾	16 5	25 11¾	25 9½	8 7	8 6	9 15¼	9 13½	22 8	22 8	25 2¾	24 13	...	...	11 4	11 4	25 12¼	25 0¾	...	...	28 10½	29 6¾	90 0	90 0	12 1½	12 1½
Bhurtpore	15 8	15 10½	24 10¾	24 3	5 12	5 12	6 14	6 14	25 8	25 0	21 13	21 2½	...	...	9 12	9 12	25 8	25 3	21 0	22 0	22 0	24 0	160 0	160 0	12 0	12 0
Ulwur	15 4	15 8	24 0	23 9	7 4	7 4	8 2	8 2	27 3	27 0	25 11	24 5	...	...	16 0	12 12	23 11	22 14	25 13	20 10	29 0	29 0	200 0	200 0	12 12	12 12
Deoli Cantonment	15 0	15 0	17 7½	18 0	4 0	4 0	7 0	7 0	26 6	21 12	16 8	16 8	...	...	...	...	14 2	14 4	..	..	...	...	200 0	200 0	11 8	10 11
Nusseerabad Cantonment	11 8½	12 12½	19 0½	18 0	7 10½	8 0	8 2½	8 8	18 12	16 0	15 11	15 0	...	...	...	...	17 15½	18 8	17 1	15 0	10 2½	10 8	105 0	110 0	12 8	12 8
Hilly Tracts of Meywar	11 0	11 8	16 0	18 0	...	...	10 0	10 0	...	...	...	..	...	...	...	...	16 8	16 0	27 0	...	...	25 0	§	¶	11 0	11 0
Bálmer	7 12	8 2	...	...	4 8	4 8	7 0	7 0	...	...	22 8	21 2	...	...	...	...	10 9	10 9	...	...	...	..	260 0	260 0	13 5	13 5
Anádra	10 10	11 2	14 0	...	5 12	15 12	7 0	7 0	...	...	14 0	12 8	...	...	...	...	14 0	14 0	17 0	15 0	9 8	9 8	...	...	11 8	11 4
Shahpoora	12 4	12 6	15 14	16 4	7 6½	7 13	8 14½	9 9½	21 12	20 7	12 0	13 0	...	...	...	...	15 2½	16 1½	21 8	19 2½	...	...	160 0	160 0	11 10½	11 2
Western—																										
Jodhpore	9 11 and 11 14	9 13½ and 11 9	15 5	16 0	6 4	6 4	7 8	7 8	20 0 and 22 8	18 12 and 19 6	15 0 and 17 8	15 0	...	...	...	...	16 4	15 15½	20 0	18 12	11 4	11 4	...	...	13 7	13 7
Jeysulmere	8 4	8 4	...	...	7 0	6 6	8 12	8 0	14 6	13 8	13 10	11 4	...	...	...	...	10 6	10 6	...	...	...	...	...	...	21 0	21 0
Bickaneer	9 5½	10 0	...	...	3 0	3 0	7 0	7 0	...	...	19 4	14 8	...	...	...	...	15 5½	15 8	...	...	10 0	10 0	100 0	100 0	12 8	12 8
Central India—																										
Indore	12 0	12 0	13 8	13 8	7 0	7 0	8 0	7 8	20 0	20 0	20 0	20 0	...	...	...	...	15 0	15 0	26 0	26 0	18 0	18 0	120 0	120 0	10 8	10 8
Neemuch Cantonment	12 3	12 8	16 7	16 0	7 0	7 0	9 8	9 8	22 0	22 0	17 4	16 0	...	...	...	...	15 0	15 8	28 0	26 0	20 7	22 0	140 0	140 0	12 4	12 4
Goona	17 4	17 0	16 0	17 0	8 0	8 0	9 0	9 0	22 0	22 0	...	...	...	...	...	...	21 0	20 0	23 0	24 0	..	...	200 0	200 0	10 0	10 0
Gwalior	16 7½	16 7½	23 6	23 6	7 7	7 7	8 12½	8 12½	19 2	19 2	19 10½	20 3	...	...	12 12	12 12	24 11¼	18 13½	21 4	22 5	27 10	17 0½	170 0	170 0	12 3½	12 3½

* Sold in bundles. † Not sold. ‡ Unhusked. § Seven and half pies per bundle. ‖ Husked. ¶ Nine pies per bundle.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1892—*continued*

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS

Districts.	Wheat		Barley		Rice best sort		Rice common		Jowar or cholum (*Sorghum vulgare*)		Bajra or cumbu (*Pennisetum typhoideum*)		Marua or ragi (*Eleusine coracana*)		Kangni or kakun, Italian millet (*Setaria italica*)		Gram, chenna, chola kadalay or sunaga (*Cicer arietinum*)		Maize (*Zea Mays*)		Arhar, or thur, Cadjan pea (*Cajanus indicus*)		Firewood		Salt	
	Present fortnight.	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight.	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight	Past fortnight	Present fortnight.	Past fortnight.
	S. Ch.	S Ch	S Ch	S Ch	S Ch	S. Ch	S Ch	S Ch	S Ch	S Ch	S Ch.	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Cn	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch.
Panjab—																										
Southern—																										
Hissar	14 0	14 0	21 0	18 0			10 0	10 0	27 0	25 0	25 0	24	†	†	†	†	24 0	24 0	†	†	†	†	120 0	120 0	11 0	11 0
Ferozepore	13 0	14 0	20 0	20 0			8 0	8 0	24 0	22	20 0	6 0	‡	‡	16 0	12 0	22 0	22	20 0	24 0	11 0	11 0	100 0	100 0	13 0	13 0
Montgomery	3 0	13 0	19	19 0			9 0	9 0	15 0	18 0	7 0	17 0	‡	‡	18 0	18 0	19 0	9 0	8 0	16 0	8 0	8 0	300 0	300 0	11 0	11 0
Central—																										
Gurgaon	15 0	15 0	25 0	25 0			8 0	8 0	24 0	24 0	24 0	24 0	†	†	†	†	24 0	24 0	22 0	22 0	24 0	24 0	120 0	130	11 0	11 0
Delhi	15	15 0	24 0	23 0			11 0	11 0	26 0	29 0	23 0	1 0	†	†	13 0	13 0	24 0	23 0	22 0	21 0	23 0	24 0	80 0	80 0	11 0	11 0
Rohtak	5 0	5 0	25 0	23 0			11 0	9 0	28 0	25 0	25 0	24 0	†	†	12 0	12 0	25 0	24 0	18 0	18	15 0	10 0	120 0	120 0	11 0	11 0
Karnál	14 0	4 0	22 0	22 0			12 0	12 0	25 0	25 0	15 0	15 0	20 0	20 0	10 0	6 0	24 0	24 0	24 0	25 0	17 0	16 0	120 0	160 0	10 0	10 0
Lahore	14 0	12 0	17 0	15 0			9 0	9 0	20 0	19 0	17 0	1	‡	‡	15 0	16 0	-	[illegible]	17 0	16 0	9 0	9 0	85 0	85 0	11 0	12 0
Sub-montane—																										
Umballa	15 0	15 0	20 0	20 0			10 0	10 0	25 0	25 0	18 0	8 0	20 0	20 0	8 0	9 0	23 0	23 0	24 0	22 0	16 0	16 0	130 0	130 0	12 0	12 0
Ludhiana	13 0	15 0	30 0	20 0			11 0	1 0	21 0	1	17 0	12	†	†	13 0	13 0	20 0	21 0	19 0	21 0	13 0	13 0	100 0	110 0	12 0	12 0
Jullundur	13 0	13 0	17 0	20 0			8 0	8 0	20 0	20 0	16 0	16 0	‡	‡	10 0	14 0	20 0	20 0	18 0	18 0	‡	‡	100 0	100 0	12 0	12 0
Hoshiarpur	13 0	13 0	16 0	5 0			9 0	9 0	21 0	21 0	16 0	16 0	18 0	18 0	10 0	16 0	19 0	13 0	19 0	19 0	8 0	8 0	90 0	90 0	11 4	12 0
Gurdaspur	12 0	13 0	14 0	18 0			10 0	10 0	20 0	20 0	13 0	13 0	0 0	20 0	11 0	16 0	20 0	20 0	20 0	20 0	‡	‡	120 0	120 0	12 0	12 0
Amritsar	12 0	12 0	16 0	16 0			10 0	10	19 0	19 0	13 0	12 0	†	†	16 0	19 0	19 0	19 0	8 0	15 0	†	†	90 0	90 0	12 0	12 0
Hills—																										
Simla	10 0	10 0	11 0				7 0	6 0	16 0	12 0	11 0	10 0	13 0	13 0	8 0	8 0	15 0	14 0	15 0	11 0	8 0	8 0	90 0	100 0	7 8	8 0
Kangra	9 0	9 0	12 0	13 0			7 0	7 0	11 0	11 0	10 0	10 0	20 0	20 0	6 0	6 0	13 0	13 0	12 0	12 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western—																										
Siálkot	12 0	12 0	17 0	17 0			11 0	10 0	18 0	18 0	‡	‡	‡	‡	‡	‡	20 0	0 0	16 0	16 0	‡	‡	120 0	120 0	13 0	13 8
Gujránwala	10 0	12 0	18 0	18 0			10 0	10 0	20 0	20 0	14 0	14 0	13 0	‡	13 0	13 0	19 0	19 0	18 0	20 0	†	†	110 0	110 0	12 0	12 4
Gujrat	12 0	13 0	17 0	8 0			9 0	9 0	20 0	20 0	17 0	16 0	†	†	10 0	10 0	15 0	15 0	17 0	15 0	†	†	110 0	110 0	13 0	13 0
Jhelum	12 0	13 0	19 0	16 0			11 0	10 0	18 0	16 0	16 0	16 0	†	†	*	*	19 0	19 0	17 0	16 0	†	†	120 0	120 0	14 0	14 0
Rawalpindi	11 0	11 0	16 0	16 0			7 0	7 0	22 0	20 0	14 0	15 0	*	*	16 0	16 0	18 0	18 0	14 0	15 0	18 0	18 0	65 0	65 0	11 0	13 4
Hazára	11 0	10 0	14 0	14 0			7 0	7 0	‡	‡	15 0	12 0	†	†	‡	‡	14 0	14 0	17 0	12 0	†	†	75 0	80 0	11 0	11 0
Peshawar	11 0	11 0	16 0	16 0	..		8 0	8 0	17 0	16 0	12 0	10 0	†	†	18 0	16 0	16 0	16 0	16 0	14 0	13 0	14 0	80 0	80 0	36 0	38 0
Kohát	10 0	10 0	15 0	15 0			9 0	9 0	14 0	14 0	14 0	13 0	‡	‡	23 0	23 0	13 0	13 0	13 0	13 0	‡	‡	85 0	105 0	60 0	60 0
Western—																										
Sháhpur	12 0	12 0	16 0	16 0			7 0	7 0	15 0	15 0	15 0	15 0	16 0	16 0	16 0	16 0	17 0	17 0	6 0	16 0	†	‡	200 0	200 0	13 0	13 0
Jhang	11 0	11 0	12 0	14 0			8 0	8 0	15 0	16 0	12 0	12 0	18 0	18 0	18 0	18 0	10 0	11 0	16 0	18 0	8 0	8 0	200 0	200 0	11 13	12 0
Mooltan	12 0	12 0	18 0	18 0	..		12 0	12 0	16 0	16 0	15 0	15 0	†	†	16 0	16 0	17 0	17 0	14 0	14 0	†	†	90 0	90 0	12 4	12 4
Bannu	13 0	13 0	18 0	19 0			9 0	9	23 0	21 0	18 0	17 0	8 0	8 0	8 0	8 0	18 0	15 0	19 0	17 0	12 0	12 0	80 0	90 0	40 0	40 0
D. I. Khan	11 0	11 0	14 0	16 0			7 0	7 0	18 0	18 0	16 0	14 0	10 0	‡	6 0	6 0	18 0	15 0	14 0	13 0	10 0	11 0	140 0	150 0	35 0	35 0
Muzaffargarh	12 0	13 0	17 0	17 0	...	..	10 0	11 0	16 0	17 0	13 0	15 0	‡	‡	‡	‡	15 0	17 0	‡	‡	9 0	9 0	110 0	110 0	12 0	12 0
D. G. Khan	12 0	12 0	15 0	15 0			8 0	8 0	20 0	19 0	18 0	15 0	‡	‡	‡	‡	14 0	14 0	‡	‡	‡	‡	100 0	100 0	22 8	22 8
Sind and Baluchistan—																										
Karáchi	10 0	9 8	16 0	15 0	7 0	8 0	10 8	11 0	16 0	16 0	15 0	15 0	‡	‡	‡	‡	14 8	14 0	12 0	12 0	6 8	6 0	90 0	90 0	13 0	13 0
Hyderabad (Gidu Bandar)	10 12	11 0	14 0	14 0	8 0	8 0	10 0	10 0	22 0	20 0	20 0	20 0	..	.	..	..	14 0	12 8	.	.			142 0	150 0	12 0	11 12
Thar and Párkar (Umarkot)	10 8	10 8					12 8	12 8			19 0	17 0	...	..	...	...			.	.			120 0	120 0	12 0	12 0
Sukkur	11 8	11 8	16 0	16 0	8 0	8 0	10 0	10 0	15 0	15 0	15 0	15 0	..	.	...	...	14 0	14 0	...	...	10 0	10 0	120 0	120 0	12 0	12 0
Shikárpur	11 8	11 8	16 0	16 0	9 8	9 8	12 0	12 0	16 4	16 0	20 10	20 0	..	...	...	...	14 14	14 14	.	..	10 0	10 0	120 0	120 0	12 0	12 0
Upper Sind Frontier	11 0	11 8	14 0	14 8	8 0	8 0	12 4	12 4	20 0	20 0	21 0	21 0	...	.	.		14 0	14 4	...	...	8 10	8 10	213 0	213 0	11 0	11 0
Quetta	10 8	10 8	16 0	16 0	5 0	5 0	8 0	8 0	16 0	16 0	13 0	13 0	‡	‡	6 0	6 0	13 0	13 0	17 0	17 0	‡	‡	65 0	65 0	9 0	9 0

Bombay—																										
Konkan—																										
Karwar	9 0	9 0	*	*	5 8	5 8	11 8	12 0	13 8	13 0	12 0	11 8	20 0	20 0	*	*	11 8	11 0	*	*	10 0	10 0	213 5	213 5	11 0	11 0
Ratnágiri	7 15	7 14	*	*	8 9	8 9	9 9	9 14	13 0	13 0	9 13	9 13	15 4	14 2	*	*	11 3	11 3	*	*	8 14	8 14	105 0	105 0	11 10	12 15
Colába (Alibág)	8 0	8 0			7 5	7 5	10 3	10 2	12 2	12 2	11 4	11 4					11 0	11 0			9 3	9 3	103 0	103 0	12 0	11 2
Bombay	8 10	8 4	14 10	14 9	7 1	7 1	10 8	10 8	14 12	14 10	13 1	13 10	14 12	14 12	15 1	15 0	12 12	12 7	16 4	17 6	7 9	7 6	58 4	58 14	11 3	11 3
Tanna (Salsette)	8 12½ *	8 12½	*	*	8 3	8 3	10 0	10 0	*	*	12 14	12 14	18 11	18 11	*	*	11 7½	11 7½	*	*	8 12½	8 12½	80 0	80 0	12 5	12 5
Deccan—																										
Dharwar (Hubli)	9 1	9 1			8 11	8 11	9 8	9 8	21 12	21 12	15 15	5 15	2 6	22 6		*	10 11	10 11		*	13 2	13 2	75 0	75 0	10 5	10 5
Belgaum	9 12	9 8	16 8	16 0	11 0	10 8	12 0	11 8	21 0	21 0	15 0	15 0	5 0	25 0	*	*	10 8	10 0	*	*	9 0	8 9	73 8	83 0	14 0	13 8
Satara	8 11	8 11	14 2	14 2	6 13	6 13	7 14	7 14	13 5	13 5	12 15	12 4	15 3	15 3	15 12	15 2	9 12	9 12	16 0	16 0	8 15	8 15	108 0	108 0	10 3	10 3
Sholapur	11 2	10 10	*	*	9 12	9 12	10 4	10 4	23 4	23 11	21 1	20 10	*	*	*	*	11 11	11 5	*	*	9 5	9 12	53 0	64 0	11 4	11 4
Bijapur	6 12	8 7	*		7 8	7 8	8 10	8 10	20 4	20 4	9 0	19 0	*		9 0	9 0	8 7	8 7	*		7 5	7 5	52 0	52 0	8 12	10 8
Poona (City)	8 10	9 3	10 3½	10 3	7 13	7 15	8 9	8 9	15 4	15 4	14 15	4 15	16 6	19 6			11 8	11 8			12 0	12 0	67 7	67 7	11 11	11 11
Khandesh—																										
Ahmadnagar	10 4	10 4		18 0	7 0	7 0	8 0	8 0	17 3	18 0	15 0	17 0					13 4	13 4			15 0	16 0	91 0	91 0	13 0	13 0
Nasik	12 15	11 8		...	9 0	9 0	10 8	0 8			17 4	5 13	2 6	10 2			12 15	13 8			11 8	11 8	128 0	128 0	14 4	14 4
Khandesh (Dhulia)	12 4	12 4	*	*	7 4	7 4	9 6	9 6	22 12	22 12	10 12	13 12	*	*	*	*	10 9	10 9		*	16 14	16 14	91 0	106 0	11 6	11 6
Guzerat—																										
Surat	12 0	12 0	14 0	14 0	7 0	7 0	8 0	8 0	15 0	15 0	14 0	14 0	*	*	6 0	6 0	13 0	13 0	*	*	14 0	14 0	90 0	90 0	13 0	13 0
Broach	11 0	11 0	*	*	8 0	8 0	11 8	10 8	7 0	17 0	14 0	14 0	*	*	*	*	12 8	12 8	*	*	13 0	13 0	80 0	80 0	13 0	13 0
Kaira	9 0	0 6	17 12	18 13	6 11	7 4	8 0	10 0	17 12	18 13	15 4	16 0	20 0	20 0	*	*	9 11	9 6	*	*	10 0	10 5	107 0	107 0	12 12	12 12
Baroda Camp (Sadar Bazar)	8 9½	8 0½	13 1½	13 11	6 4½	6 4½	8 0	8 0	7 2	15 4½	16 0	0 0	18 4½	8 4½	*		9 11½	9 2	*		8 9	8 9	73 2	73 2	10 13½	10 13½
Ahmadabad (Daskroi)	9 0	9 0	18 0	16 0	8 0	8 0	0 0	9 0	18 0	16 0	16 0	16	20 0	20 0	...		8 0	8 0	17	18 0	12 0	12 0	80 0	80 0	13 8	13 8
Panch Mahals (Godhra)	9 0	9 0			10 0	10 0	11 8	11 8			17 0	16 8	15 0	24 0			18 0	17 8	25 0	22 8	11 0	10 0	160 0	160 0	13 0	12 4
Deesa Cantonment	10 14½	11 0½	13 1½	13 8	6 0	6 0	7 8	7 8	13 0	13 0	13 8	13 12	*	*	*	*	13 8	13 8	*	*	10 3	11 0	145 0	145 0	11 3	12 0
Kattywar—																										
Rajkot	12 4	11 14			6 0	6 0	7 0	7 0	16 8	16 0	14 0	13 12					11 4	10 8			7 0	7 0	85 0	90 0	73 0	76 0
Central Provinces—																										
Western—																										
Nimar	3 7	2 1			6 12	6 12	11 7	0 9	22 8	2 8							14 3	14 3			11 10	11 10	100 0	120 0	11 5	11 5
Khandwa-Asirgarh Cant	11 8	11 8			9 0	9 0	10 0	0	21 8	8 0	20 1	18 0			15 0	15 0	14 2	15 0			11 8	11 8	160 0	160 0	8 0	8 0
Hoshangabad	12 15	12 15			7 0	0 0	10 6	10 6	15 8	15 8							11 0	15 10			12 5	12 5	140 0	140 0	9 8	9 8
Betul	13 15	12 11					9 9	9 0	17 4	14 14					..		12 11	12 11			9 0	9 0	320 0	320 0	8 8	8 8
Chhindwara	0 14	10 6			7 4	8 14	10 0	13 10	14 6	12 0							10 14	9 8			7 3	8 0	150 0	120 0	8 0	8 0
Nagpur	11 14	1 14			0 0	9 11	11 4	0 15	17 8	16 14							16 4	16 4			10 1	9 11	95 0	95 0	10 0	10 8
Wardha	13 5	13 15			10 0	10 0	11 7	11 7	17 2	17 2							13 5	14 9			13 5	3 5	110 0	110 0	11 10	10 10
Central—																										
Narsinghpur	12 3	1 13			8 0	8 0	9 2	9 2									9 11	12 13			19 3	19 3	120 0	120 0	9 2	9 2
Saugor	12 11	12 11			9 6	9 0	9 11	9 1									16 7	10 0			8 0	18 0	144 0	144 0	9 4	9 4
Damoh	10 0	16 0			11 0	11 0	12 0	1 7									0 10	16 0			11 4	17 0	160 0	160 0	9 2	8 13
Jubbulpore	13 12	13 4			0 4	10 12	12 12	13 4	9 0	20 0							18 0	17 0			13 0	12 8	100 0	110 0	9 4	9 0
Baghalkhand (Sutna)	16 8	17 4	26 14	27 0	8 0	8 0	14 8	14 8							9 0	8 0	4 0	20 8			24 4	25 8	160 0	128 0	10 6	10 1
Mandla	0	6 0	...		10 0	11 0	12 0	13 0									24 0	25 0			12 0	12 0	200 0	200 0	8 0	8 0
Seoni	3 9	13 0			8 10	8 10	11 7	11 7									12 0	13 9			9 2	9 2	180 0	180 0	9 2	9 2
Balaghat	1 13	11 13			11 13	11 13	15 1	15 5									18 0	18 0			11 4	11 4	137 0	136 0	0 0	9 0
Bhandara	12 8	12 8					12 8	12 8									16 0	16 0			10 0	10 0	200 0	200 0	9 0	9 0
Chanda	10 14	11 11					11 11	11 11	10 5	14 13						..	11 11	1 11		..	10 8	10 8	320 0	320 0	10 0	10 0
Eastern—																										
Bilaspur	3 5	13 5			13 8	12 5	4 15	18 0									14 0	10 2			10 14	10 15	64 0	64 0	8 0	8 0
Raipur	2 14	2 14			11 6	11 0	13 10	1 10									15 15	14 14			10 15	10 15	80 0	60 0	10 0	10 0
Sambalpur	11 0	11 6			13 2	3 2	15 12	10 10									2 0	12 0			8 0		120	120 0	9 5	9 10
Berar—																										
Buldana	14 0	14 0			8 0	8 0	9 0	9 0	22 0	3 0	21 0	21 0	..				4 0	14 0			12 0	11 0	182 0	182 0	9 0	9 0
Basim	13 8	13 10			7 12	7 10	10 3	10 0	27 13	2	23 0	3 0			..		4 2	14 8	.		12 0	12 0	90 0	90 0	9 6	9 2
Akola	11 0	11 0			7 0	7 0	10 0	0 0	13 0	18 0	15 0	15 0	.				1 0	11 0			10 0	10 0	87 0	87 0	10 0	10 0
Ellichpur	1 0	12 0			0 0	0 0	8 0	8	15 0	18 0	13 0	3 0					12 0	0		.	13 0	13 0	120 0	120 0	10 8	10 8
Amraoti	11 1	1 4			7 10	7 8	9 3	8 12	16 0	16 0	14 10	14 0			.	.	12 6	3 12			11 2	11 0	81 0	81 0	9 10	10 0
Wun	0 0	11 0			6 0	6 0	7 0	7 0	10 0	14 0					..	.	11 0	11 0			6 0	16 0	180 0	180 0	9 0	9 0
Nizam's Territories—																										
Secunderabad	9 2	0 11	*	*	6 12	7 6	8 3	8 14	15 2	16 5	16 1	18 13	21 7	24 14	*	*	9 11	11 1	*	*	10 8	12 3	115 0	120 0	9 0	9 2
Bolarum	9 5	10 8	*	*	7 1	7 0	8 12	9 0	0 11	19 11	*	*	*	*	*	*	11 7	12 4	*	*	*	*	110 14	116 14	9 5	9 5
Chadarghat	8 0	0 0	*	*	7 12	8 0	9 0	10 8	16 0	17 0	17 0	18 0	*	*	*	*	10 0	12 0	*	*	*	*	120 0	120 0	9 0	9 8

* Not procurable.

RETAIL PRICES FOR THE 2nd HALF OF OCTOBER 1892—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS

DISTRICTS.	WHEAT. Present fortnight	WHEAT. Past fortnight	BARLEY Present fortnight	BARLEY Past fortnight	RICE, BEST SORT Present fortnight	RICE, BEST SORT Past fortnight	RICE, COMMON Present fortnight	RICE, COMMON Past fortnight	JOWAR OR CHOLUM (Sorghum vulgare) Present fortnight	JOWAR OR CHOLUM (Sorghum vulgare) Past fortnight	BAJRA OR CUMBU (Pennisetum typhoideum) Present fortnight	BAJRA OR CUMBU (Pennisetum typhoideum) Past fortnight	MARUA OR RAGI (Eleusine coracana) Present fortnight	MARUA OR RAGI (Eleusine coracana) Past fortnight	KANGNI OR KAKUN ITALIAN MILLET (Setaria italica) Present fortnight	KANGNI OR KAKUN ITALIAN MILLET (Setaria italica) Past fortnight	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum) Present fortnight	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum) Past fortnight	MAIZE (Zea Mays) Present fortnight	MAIZE (Zea Mays) Past fortnight	AKHAR, OR THUR CADIAN PEA (Cajanus indicus) Present fortnight	AKHAR, OR THUR CADIAN PEA (Cajanus indicus) Past fortnight	FIREWOOD Present fortnight	FIREWOOD Past fortnight	SALT. Present fortnight	SALT. Past fortnight
	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch	S Ch
Madras—																										
Malabar Coast—																										
Malabar	7 14	7 14			10 2	9 5	10 14	10 2	*	*	*	*	19 11	18 3									130 2	130 2	9 14	11 11
S Canara	7 14	7 14			10 0	10 3	11 5	11 5	*	*	*	*	19 5	19 5									121 8	121 8	12 11	11 5
South, central—																										
Coimbatore	9 0	9 0			9 8	9 8	10 0	10 0	20 0	19 2	19 14	19 2	23 0	19 11									133 1	133 11	11 3	11 11
Nilgiris	7 13	7 13			7 3	7 10	8 0	8 0	15 0	15 0	12 10	12 10	15 13	15 13									274 3	274 3	10 2	10 8
Salem	6 13	7 11			9 6	8 14	10 5	9 6	19 2	16 6	19 11	19 11	25 11	23 14									1 6 13	196 13	13 8	13 8
Central—																										
Bellary	8 10	8 10			9 10	10 3	10 5	10 13	21 14	21 10	19 5	18 13	23 5	23 5									97 3	07 3	11 14	11 14
Anantapur	6 11	6 11		.	9 10	9 10	10 13	10 13	17 0	7 0	12 3	12 3	18 6	18 6									97 3	97 3	11 14	11 14
Cuddapah	7 6	7 11			9 2	9 2	10 13	10 13	18 3	6 10	24 3	23 14	22 2	21 13									140 0	140 0	12 3	12 3
Kurnool	7 5	7 5			10 11	10 11	11 13	12 0	21 3	20 10	8 13	16 5	*	*									142 14	142 14	11 11	11 11
East Coast, north—																										
Ganjam	8 2	7 5			2 0	10 0	13 0	11 0	*	*	*	*	20 13	16 5									104 0	104 0	11 0	10 0
Vizagapatam	8 0	8 0			7 13	7 5	10 3	10 3	23 13	17 5	24 13	24 13	23 3	21 3									97 3	97 3	11 11	11 11
Godavari	7 3	7 3			8 4	8 4	[illegible]	12 0	19 3	17 5	24 10	26 6	20 0	20 0									97 3	162 0	8 5	12 8
East Coast, central—																										
Kistna	6 8	6 8			11 8	11 8	12 2	12 2	[illegible]	19 0	*	*	20 14	20 14									140 14	140 14	13 3	13 3
Nellore	7 3	7 3			10 10	10 10	11 11	11 11	17 8	6 8	13 3	13 3	21 2	19 3									93 [illegible]	93 [illegible]	12 13	12 13
East Coast, south—																										
Madras	7 5	7 0			9 6	9 8	10 0	10 2	17 5	7 5	20 8	20 8	22 2	21 3									123 14	123 14	12 11	12 11
Chingleput	*	*			9 0	9 0	9 6	9 13	*	*	*	*	21 14	20 10									10[illegible] 14	108 14	12 6	12 6
N Arcot	6 13	6 13			9 11	9 11	10 11	1 1	23 11	21 13	14 14	13 3	23 2	21 6									100 13	1[illegible] 13	11 11	11 11
S. Arcot	7 0	6 10			10 6	10 6	12 5	11 6	*	*	24 10	20 3	22 5	23 14									209 0	209 0	11 11	11 11
Tanjore	6 0	6 10			10 0	10 0	11 11	11 11	*	*	-3 3	26 13	21 14	21 14									145 13	145 13	12 14	12 14
Trichinopoly	6 10	6 10			9 0	9 6	9 0	9 13	16 13	17 8	17 13	19 2	18 5	18 5									143 6	143 6	13 0	13 0
Southern—																										
Tinnevelly	7 13	7 13			8 11	8 11	10 6	11 3	*	*	*	*	*	*									59 [illegible]	58 [illegible]	14 13	14 6
Madura	7 13	7 13			9 3	9 3	9 11	10 2	16 3	16 3	14 11	14 11	18 10	18 10									97 3	9 3	3 10	13 10
Mysore—																										
Mysore	6 4	6 8	6 8	6 2	7 8	7 4	8 12	8 4	29 0	29 0	6 0	10 0	24 0	25 0	[illegible] 0	12 0	9 0	8 0			9 8	0 8	114 0	108 0	9 0	9 0
Bangalore	7 0	7 5	7 0	7 1	7 0	7 0	8 4	8 1	21 0	20 5			25 0	24 0			9 0	9 0			8 12	8 12	96 0	90 0	9 8	9 8
Kolar	7 8	7 4	6 4	6 4	8 8	7 8	9 12	9 12	23 0	29 0			29 0	29 0			8 12	9 0			10 0	10 0	150 0	150 0	9 12	9 8
Tumkur	8 8	8 0	7 8	8 0	[illegible] 8	8 8	10 0	10 0	25 0	25 0	31 *	31 0	32 0	32 0			8 8	9 0	25 0	26 0	11 8	12 0	340 0	340 0	9 8	9 0
Hassan			7 0	7 4	9 0	9 0	10 0	10 0					32 0	32 0			8 0	8 0			11 0	13 0	[illegible] 0	200 0	8 0	8 0
Kadur	8 0	7 0	8 0	7 0	0 0	0 0	13 0	12 0					36 0	28 0			9 0	9 0			7 0	7 0	240 0	240 0	6 0	8 0
Shimoga	7 6	7 6	7 14	6 6	8 15	9 7	12 0	12 10	27 5	27 5			30 8	33 2			8 6	9 7			11 9	12 10	480 0	480 0	8 15	9 7
Chitaldroog	8 0	8 0	8 8	8 8	9 6	9 8	11 8	11 8	32 0	32 0	18 [illegible]	18 0	30 0	30 0	32 0	32 0	10 0	10 0			10 0	10 0	320 0	320 0	8 0	9 0
Coorg—																										
Coorg	9 0	9 0	8 0	8 0	8 0	7 8	9 8	9 0					18 0	20 8			15 0	14 0	.				110 0	110 0	9 0	9 0
Aden	8 0	8 0		.	6 3	6 3	8 0	8 0	10 3	10 3	9 4	9 4		.			9 4	9 4			5 9	5 9	65 5	65 5	32 0	32 0

* Not sold

FINANCE AND COMMERCE DEPARTMENT
(*Statistical Branch*).

STEPHEN JACOB,
Offg. Secretary to the Government of India.

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☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

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PART I.

Government of India Notifications, Appointments, Promotions, etc.

HOME DEPARTMENT.

NOTIFICATIONS.

JAILS.

Calcutta, the 16th December, 1892.

No. 743.—The services of Mr. E. W. Payne, Superintendent of the Dacca Central Jail, are placed at the disposal of the Chief Commissioner of the Central Provinces for employment as Superintendent of the Central Jail at Jabalpur.

ECCLESIASTICAL.

The 12th December, 1892.

No. 326.—The Reverend L. Klugh, a Chaplain on probation, is appointed to be a Junior Chaplain on the Bengal Ecclesiastical Establishment, with effect from the 30th October, 1892.

C. J. LYALL,
Secretary to the Government of India.

REVENUE AND AGRICULTURAL DEPARTMENT.

NOTIFICATION.

HORSE-BREEDING AND AGRICULTURAL STOCK.

Calcutta, the 14th December, 1892.

No. 2923-1.—Veterinary Captain F. J. Short is appointed to the Civil Veterinary Department, on probation, with effect from the 27th October, 1892, and posted to the Central Provinces and Berar.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

THE MOST EXALTED ORDER OF THE STAR OF INDIA AND THE MOST EMINENT ORDER OF THE INDIAN EMPIRE.

NOTIFICATION.

Fort William, the 14th December, 1892.

No. 46 *S.I.*—His Excellency the Grand Master of the Most Exalted Order of the Star of India and of the Most Eminent Order of the Indian Empire held an Investiture of both Orders at the Banqueting Hall, Madras, at 10-15 P.M., on Friday, the 25th November, 1892.

At t is ceremony His Excellency the Grand Master, in accordance with Her Majesty's Commands, first invested Maharaja Mirza Sir Pusapati Ananda Gajapati Raj, Mani Sultan Bahadur Garu, K.C.I.E., of Vizianagram, with the Insignia of the First Class of the Most Eminent Order of the Indian Empire.

His Excellency then invested the Hon'ble Henry Edward Stokes, C.S.I., with the Insignia of the Second Class of the Most Exalted Order of the Star of India, and the Hon'ble Justice Muthuswami Aiyar, C.I.E., with the Insignia of the Second Class of the Most Eminent Order of the Indian Empire.

The following Members of the two Orders attended:—

1. His Excellency the Right Hon'ble Lord Wenlock, G.C.I.E., Governor of Madras.
2. The Hon'ble Raja Velugoti Shri Raja Sir Gopala Krishna Yachendra Bahadur Pancha Hazar Mansabdar, of Venkatagiri, K.C.I.E.
3. Sir Henry Mortimer Durand, K.C.I.E., C.S.I. (Secretary of the two Orders.)
4. Colonel Beresford Lovett, C.B., C.S.I., R.E.
5. Saiyid Fateh Ali Khan, C.S.I., Nawab of Banganapalli.
6. Amaravati Sheshaya Shastri, C.S.I.
7. The Hon'ble John Henry Garstin, C.S.I.
8. William Digby, Esq., C.I.E.
9. The Hon'ble Mir Humayun Jah Bahadur, C.I.E.
10. The Revd. William Miller, LL.D., C.I.E.
11. M. R. Ry. Raja Sir P. Savalai Ramaswami Mudaliyar, Avergal, Kt., C.I.E.
12. Colonel Lord William Leslie De la Poer Beresford, V.C., C.I.E. (on duty with His Excellency the Grand Master).
13. Henry Irwin, Esq., C.I.E.
14. John Prescott Hewett, Esq., C.I.E. (on duty with His Excellency the Grand Master).

H. M. DURAND,

Secretary to the Orders of the Star of India and Indian Empire.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 12th December, 1892.

No. 1994-*G.*—Lieutenant B. E. M. Gurdon, Indian Staff Corps, Assistant to the British Agent at Gilgit, is appointed, on reversion from foreign service, to officiate as a Political Assistant of the 2nd class, and is posted for duty under the orders of the British Agent at Gilgit with effect from the 1st December, 1892.

No. 1996-*G.*—With reference to Foreign Department notification, No. 15 1-G, dated the 8th September, 1892, Mr. F. Stockinger, Consul-General for the Austro-Hungarian Empire at Bombay, resumed temporary charge of his office on the 28th November, 1892.

The 13th December, 1892.

No. 2006-*G.*—With the sanction of Her Majesty's Government, the Governor-General in Council is pleased to recognise the appointment of M. Luiz Filippe Rosario as Acting Vice-Consul for Portugal at Bombay.

The 15th December, 1892.

No. 2021-G.—Lieutenant J. L. Kaye, Indian Staff Corps, Officiating Political Assistant of the 2nd class and Assistant to the Resident in Kashmir, officiated as a Resident of the 2nd class, and as Resident in Kashmir, in addition to his own duties, from the 9th to the 28th November, 1892, both days inclusive.

No. 4579-I.—In exercise of the power conferred by the notification of the Government of India in the Foreign Department, No. 3631-I., dated the 21st September, 1892, the Governor-General in Council is pleased to direct the transfer of the following civil appeal pending before the Resident at Hyderabad, by virtue of his jurisdiction over the Cantonment of Secunderabad, to the Judicial Commissioner of the Hyderabad Assigned Districts :—

1. 2ND APPEAL NO. 18 OF 1892.

Ooppala Veeriah Chintala Nagiah carrying on business of grain monda shop in Secunderabad,

versus

Kondkur Lutchiah of Secunderabad.

H. M DURAND,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 16th December, 1892.

APPOINTMENTS.

COMMISSARIAT-TRANSPORT DEPARTMENT.

No. 1171.—Captain L. J. Mathias, Deputy Assistant Commissary General, 2nd class, to be Deputy Assistant Commissary General, 1st class, with effect from the 6th November, 1892, *vice* Captain H. S. Hazelgrove, Deputy Assistant Commissary General, 1st class, whose services have been placed at the disposal of the Government of Bombay.

HYDERABAD CONTINGENT.

No. 1172.—*3rd Infantry*—

Lieutenant J. R. Kennedy, Bedfordshire Regiment, a candidate for the Indian Staff Corps in the Madras presidency, to be officiating Wing Officer, on probation, with effect from the 19th July, 1892. (G. G. O. No. 780 of 1892 is cancelled.)

FURLOUGH AND LEAVE.

No. 1173.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the staff corps; the specified period to count from the date of being struck off duty :—

Captain G. A. Collins, Indian Staff Corps, Wing Commander and 2nd-in-Command, Merwara Battalion, for one year. Pension service—19th year commenced 13th June, 1892.

Lieutenant C. G. Prendergast, Indian Staff Corps, Wing Officer and Quartermaster, 4th Punjab Infantry, for one year. Pension service—9th year commenced 23rd August, 1892.

No. 1174.—The undermentioned officers have been granted extensions of furlough or leave by the Right Hon'ble the Secretary of State for India :—

Lieutenant-Colonel S. V. Gordon, Indian Staff Corps, Wing Commander and 2nd-in-Command, 23rd Bengal Infantry, (u. p. a.) for 14 days.

Captain J. deC. D. Meade, Indian Staff Corps, Squadron Commander, 8th Bengal Cavalry, (m. c.) for two months.

No. 1175—Major C. H. V. Garbett, Indian Staff Corps, Squadron Commander and 2nd-in-Command, 2nd Bengal Lancers, is granted an extension of leave for the 4th November, 1892.

No. 1176.—Lieutenant P. W. Drake-Brockmen, Indian Staff Corps, Wing Officer, 5th Bengal Infantry, has been permitted by the Secretary of State for India to revert to leave from 11th October to 18th December, 1892.

No. 1177.—Lieutenant A. T. Moore, R.E., Assistant Engineer, 1st grade, Military Works Department, is granted leave in India (m. c.) for 30 days under the leave rules applicable to officers of the British Army serving in India.

LONDON GAZETTE.

No. 1178—The following extracts are published for general information :—

"*London Gazette,*" *dated the 18th November, 1892, page 6477.*

India Office, 18th November, 1892.

The Queen has approved of the following Promotions among the Officers of the Staff Corps and the Indian Medical Services and Admissions to the Staff Corps made by the Governments in India :—

INDIAN STAFF CORPS.

To be Lieutenant-Colonel.

Major Alfred George Yaldwyn Dated 14th September, 1892,

To be Majors.

Captain and Brevet Major Rawdon Edward Dennys Reilly. Dated 31st August, 1892.

Captain William Walter Lean. Dated 11th September, 1892.

Captain George Alfred Money. Dated 11th September, 1892

To be Captain.

Lieutenant Charles Edward Lloyd Dated 1st September, 1892.

To be Lieutenants.

Lieutenant Herbert de Vere Harvest, from the Royal Irish Fusiliers. Dated 17th December, 1890, but to rank from 10th April, 1889.

Lieutenant Henry Alan Vallings, from the Liverpool Regiment. Dated 20th April, 1891, but to rank from 19th March, 1890

Second-Lieutenant Lambert Alfred Graham Hanmer, from the West Riding Regiment. Dated 29th October, 1890.

Second-Lieutenant Charles Alexander Roosmale Cocq, from the Leicestershire Regiment. Dated 13th December, 1890.

Second-Lieutenant Thomas Selby Tancred, from the 15th Hussars. Dated 17th December, 1890.

Second-Lieutenant James Russell Darley, from the Gloucestershire Regiment. Dated 20th December, 1890.

Lieutenant Alexander Egerton Dallas, from the Liverpool Regiment Dated 4th April, 1891 but to rank from 16th January, 1891.

Second-Lieutenant Stuart George Knox, from the Wiltshire Regiment Dated 4th April, 1891.

Second-Lieutenant Ewing Wrigley Grimshaw, from the Royal Dublin Fusiliers. Dated 14th June, 1891.

BENGAL MEDICAL ESTABLISHMENT.

Surgeon-Lieutenant-Colonels to be Brigade-Surgeon-Lieutenant Colonels.

Alfred Swaine Lethbridge, M.D. Dated 9th April, 1892

Arthur Stephen Dated 16th April, 1892.

John Henry Newman, M D Dated 1st June, 1892.

PROMOTIONS.

No. 1179—The following promotion is made subject to Her Majesty's approval —

INDIAN STAFF CORPS.

To be Lieutenant-Colonel

Major Joseph Philip Crampton Neville,—11th December 1892.

COLONEL'S ALLOWANCE.

No. 1180—Colonel the Hon'ble Robert Elphinstone Boyle, Indian Staff Corps, is admitted to the Colonel's allowance, with effect from the 10th December, 1892

NATIVE ARMY.

No. 1181.—*12th Bengal Infantry*—

Jemadar Naujadik Singh to be Subadar, and Havildar Abdul Jabar Khan to be Jemadar, *vice* Nihal Singh, deceased, with effect from the 15th August, 1892.

No. 1182—*40th Bengal Infantry*—

Havildar Muhammad Gul to be Jemadar, to fill an existing vacancy, with effect from the 16th November, 1892.

RETIREMENTS.

No. 1183.—Lieutenant-Colonel George Frederic Churchill, Indian Staff Corps, Wing Commander and 2nd-in-Command, 1st Battalion, 1st Gurkha Rifles, has been permitted by the Secretary of State for India to retire from the service, with effect from 27th December, 1892, subject to Her Majesty's approval.

VOLUNTEER CORPS.

PROMOTIONS

E. I Railway Volunteer Rifle Corps—

No 1184.—

Captains Victor Pont and Charles Clarke are granted the honorary rank of Major.

No. 1185.—

Mr. Thomas Henry Ward to be Second-Lieutenant, *vice* Skipp, transferred to the supernumerary list.

Mr. Frederick Palmer to be Honorary Captain.

No. 1186.—*Oudh Volunteer Rifle Corps*—

Mr. Duncan Colvin Baillie to be Second-Lieutenant, *vice* Whish, transferred to the supernumerary list.

No. 1187.—*Moulmein Volunteer Rifle Corps*—

Mr Octavius Sidney Parsons to be Second-Lieutenant, *vice* Ollenbach, promoted.

Presidency Volunteer Rifle Battalion—

No 1188—

Second-Lieutenant Henry Ware to be Lieutenant to complete the establishment.

Mr. George Weavings Goddard to be Second-Lieutenant, *vice* Ware, promoted.

No. 1189—

Mr. Montague Henry Craufuird Sterndale to be Second-Lieutenant, with effect from the 19th November, 1892, *vice* Watson, resigned.

RESIGNATIONS.

No. 1190—*Surma Valley Light Horse*—

Captain G F. Playfair resigns his commission.

No 1191.—*Assam Valley Mounted Rifles*—

Captain F. D. Watson resigns his commission.

No. 1192.—*Mussoorie Volunteer Rifle Corps*—

Second-Lieutenant J. H. Simpson resigns his commission

No. 1193.—*Presidency Volunteer Rifle Battalion*—

Second-Lieutenant G. E. Watson resigns his commission, with effect from the 19th November, 1892.

TRANSFERS.

No 1194.—*E. I. Railway Volunteer Rifle Corps*—

Second-Lieutenant Thomas Skipp is transferred to the supernumerary list.

E. H. H. COLLEN,
Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 12th December, 1892.

No. 438.—Surgeon P. W. O'Gorman, I.M.S., Bengal Establishment, Medical Officer of the Mushkaf-Bolan State Railway, is transferred from the Public Works Department to the Home Department.

The 13th December, 1892.

No. 439.—Mr. Hari Prassan Chattopadhya, Apprentice Engineer, Central Provinces, is promoted to Assistant Engineer, 3rd grade, with effect from the 18th October, 1892.

No. 440.—With reference to Public Works Department Notification No. 320, dated the 14th September, 1892, the leave on medical certifi-

cate gr nted to Mr. C. E. Ross, Deputy Examiner of Accounts, has been further extended by Her Majesty's Secretary of State for India by one month and fourteen days.

No. 441.—Mr. H. W. Conduitt, Examiner of Accounts, attached to the Office of the Examiner of Public Works Accounts, North-Western Provinces and Oudh, is appointed to officiate as Examiner of Public Works Accounts, Rajputana and Central India, during the absence of Mr. F. F. Hensley, on privilege leave.

No. 442.—Mr. F. Wolley-Dod, Executive Engineer, 2nd grade, sub. *pro tem.* State Railways, who was temporarily attached to the Office of the Consulting Engineer to the Government of India for State Railways, is appointed Deputy Consulting Engineer to the Government of India for State Railways, with effect from the afternoon of the 10th November, 1892, *vice* Mr. E. H. Stone.

The 15th December, 1892.

No. 444.—The undermentioned Apprentice Engineers attached to the North-Western Provinces and Oudh are promoted to Assistant Engineer, 3rd grade, with effect from the dates specified:—

Mr. C. H. West	29th October, 1892.
Mr. J. M. F. Petters	7th November, 1892.

The 16th December, 1892.

No. 445.—The following is published for general information :—

No. 008 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC.

Calcutta, the 16th December, 1892.

General rules for railways under construction.

Read—

Sections 8 and 47 of the Indian Railways Acts of 1879 and 1890, respectively.

Public Works Department notification No. 480½, dated 30th October 1890, publishing, in the *Gazette of India* dated 8th November 1890, Public Works Department Resolution No. 736 R. T., dated 17th October 1890, and the general rules for working railways under construction and not open for traffic which were framed by the Railway Conference of 1888 and recorded in appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying Public Works Department No. 233 R. T., dated 12th June 1890.

Letter from the Director General of Railways, No. 06 T., dated the 15th December 1892.

OBSERVATIONS.—The Director General of Railways has applied for leave to adopt the general rules for working railways under construction and not used for the public carriage of passengers, animals or goods, which rules were published in the *Gazette of India* of the 8th November 1890 under Public Works Department notification No. 480½, dated the 30th October 1890, on that portion of the Lucknow-Rae Bareli-Benares railway which has been sanctioned for construction.

RESOLUTION.—The Governor General in Council is pleased to sanction the application of the general rules for working railways under construction and not used for the public carriage of passengers, animals or goods, which rules were published under the notification referred to in the foregoing Observations, to that portion of the Lucknow-Rae Bareli-Benares railway which has been sanctioned for construction.

ORDER.—Ordered, that the general rules, which have already been published in the *Gazette of India*, dated 8th November 1890, be further notified to the railway servants and to the public by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also, that this Resolution be communicated to the Director General of Railways for information and guidance, and that it be published under a notification in Part I of the *Gazette of India*.

F. B. HEBBERT, *M. Inst., C.E.*,
Under Secretary.

No. 446.—Under section 16 (1) of the Indian Railways Act (IX) of 1890, the Governor-General in Council is pleased to sanction the use of locomotive engines and of rolling stock to be drawn or propelled thereby on such portion or portions of the Lucknow-Rae Bareli-Benares Railway as have been sanctioned for construction.

TELEGRAPHS.

The 10th December, 1892.

No. 437.—The Governor-General in Council is pleased to order the following reversions in the Superior Establishment of the Indian Telegraph Department, with effect from the forenoon of the 1st December, 1892, consequent on Mr. C. H. Reynolds, Director, class III, having returned from special duty and having assumed charge of the office of the Director, Traffic Branch, on the afternoon of the 30th November, 1892 :—

NAMES.	From	To
W. F. Melhuish	Director, class III, temporary rank.	Chief Superintendent, class IV.
C. P. Landon .	Chief Superintendent, class IV, temporary rank.	Superintendent, class V, 1st grade.
H. W. Smith .	Superintendent, class V, 2nd grade, temporary rank.	Assistant Superintendent, class VI, 1st grade.

The 15th December, 1892.

No. 443.—His Excellency the Governor General in Council is pleased to order the following officiating and temporary promotions in the Persian Gulf Section of the Indo-European Telegraph Department, with effect from the dates specified :—

NAMES.	From	To	With effect from	REMARKS.
Harrison, H. B. . . .	Superintendent . .	Officiating Engineer and Electrician	22nd September, 1892.	*Vice* Mr. Sealy, on privilege leave.
New, R. H. . . .	Assistant Superintendent .	Officiating Superintendent	22nd September, 1892.	*Vice* Mr. Harrison.
McMullen, B. . . .	Officiating Assistant Superintendent	Temporary Assistant Superintendent.	1st January, 1892 .	*Vice* Mr. Johnstone, on furlough.
Barker, W. . . .	Officiating Assistant Superintendent.	Temporary Assistant Superintendent.	1st January, 1892	*Vice* Mr. Barber, on furlough
Kelly, J. H. C . .	General Service Clerk	Officiating Assistant Superintendent	22nd September, 1892.	*Vice* Mr. New.

F. L. O'CALLAGHAN,
Secretary to the Government of India.



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CALCUTTA, SATURDAY, DECEMBER 17, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

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Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

No. 1495.—*Account of Revenue and Expenditure of the Government of India for the first*

	Revenue.	Estimates, 1892-93.	April 1891 to Aug. 1891.	April 1892 to Aug. 1892.	Comparison of two years. Increase.	Decrease.
		Rx.	Rx.	Rx.	Rx.	Rx.
I	Land Revenue*	25,379,900	8,224,600	8,423,400	198,800	...
II	Opium	7,634,000	3,253,000	3,380,500	127,500	...
III	Salt	8,544,700	3,581,800	3,409,600	...	172,200
IV	Stamps	4,229,600	1,849,900	1,947,100	97,200	...
V	Excise	5,102,400	2,097,400	2,108,100	10,700	...
VI	Provincial Rates	3,623,100	1,291,400	1,340,900	49,500	...
VII	Customs	1,691,800	673,900	589,300	...	84,600
VIII	Assessed Taxes	1,645,200	680,500	608,800	...	11,700
IX	Forest	1,567,200	426,500	508,400	81,900	...
X	Registration	392,200	180,900	199,700	18,800	...
XI	Tributes from Native States	762,100	228,500	227,400	..	1,100
XII	Interest	873,500	416,300	443,600	27,300	...
XIII	Post Office	1,498,400	609,000	616,900	7,900	...
XIV	Telegraph	884,300	373,200	356,200	...	17,000
XV	Mint	227,000	57,100	116,000	58,900	...
XVI	Law and Justice { Courts of Law	364,500	155,000	160,200	5,200	...
	Law and Justice { Jails	310,600	93,500	77,000	...	16,500
XVII	Police	366,500	149,400	144,000	...	5,400
XVIII	Marine	219,500	64,500	60,800	...	3,700
XIX	Education	213,500	80,400	77,500	...	2,900
XX	Medical	60,900	20,000	21,300	1,300	...
XXI	Scientific and other Minor Departments	76,700	35,900	34,500	...	1,400
XXII	Receipts in aid of Superannuation, etc.	206,300	74,900	69,800	...	5,100
XXIII	Stationery and Printing	74,000	25,900	23,900	...	2,000
XXIV	Exchange	178,500	...	...	...	...
XXV	Miscellaneous	349,800	105,800	110,100	4,300	...
XXVI	State Railways (Gross Receipts)	15,543,600	6,703,900	6,403,800		300,100
XXVII	Guaranteed Companies (Net Traffic Receipts)	3,260,000	2,131,200	1,864,000	...	267,200
XXVIII	Subsidized Companies (Repayment of Advances of Interest)	27,500	4,500	12,700	8,200	...
XXIX	Irrigation Major Works Direct Receipts	1,323,200	666,300	737,200	70,900	..
XXX	Irrigation Minor Works and Navigation	189,100	69,400	70,700	1,300	...
XXXI	Military Works	42,100	16,400	17,300	900	...
XXXII	Civil Works	522,700	190,900	192,200	1,300	...
XXXIII	Army: Effective	627,400	266,000	275,000	9,000	...
	" Non-effective	54,300	24,400	25,500	1,100	...
		88,066,700	34,822,300	34,713,400	...	108,900
	England, including Army, Public Works, etc. £	200,800	108,000	90,200	...	17,800
	Exchange added to Revenue Rx.	100,400	43,800	51,600	7,800	...
	GRAND TOTAL	88,367,900	34,974,100	34,855,200	...	118,900

* Includes Land Revenue due to Irrigation, which cannot be separated in the Monthly Accounts.

THE TREASURY;
Calcutta, the 15th December, 1892.

five months of the year 1892-93, as compared with the corresponding period of 1891-92.

	EXPENDITURE.	Estimates, 1892-93.	April 1891 to Aug. 1891.	April 1892 to Aug 1892.	COMPARISON OF TWO YEARS — Increase.	Decrease.
		Rx.	*Rx.*	*Rx.*	*Rx.*	*Rx.*
1	Refunds and Drawbacks	242,700	104,500	99,900	...	4,600
2	Assignments and Compensations	1,515,700	427,500	390,800	.	36,700
3	Land Revenue	4,020,900	1,508,000	1,537,700	29,700	.
4	Opium (including Cost of Production)	2,233,900	1,264,700	1,117,500		147,200
5	Salt (do. do.)	497,200	227,300	230,200	2,900	
6	Stamps	86,900	38,400	39,300	900	
7	Excise	206,100	52,000	53,800	1,800	..
8	Provincial Rates	59,500	25,100	23,600	.	1,500
9	Customs	142,200	55,300	56,800	1,500	...
10	Assessed Taxes	31,600	11,900	12,400	500	...
11	Forest	968,000	275,400	292,600	17,200	...
12	Registration	213,800	89,300	91,800	2,500	..
13	Interest on Ordinary Debt *	4,156,000	1,947,700	2,102,000	154,300	...
14	Do on other Obligations	506,300	37,500	39,600	2,100	...
15	Post Office	1,410,000	530,800	538,000	7,200	
16	Telegraph	642,700	228,500	233,300	4,800	..
17	Mint	95,800	35,900	39,400	3,500	...
18	General Administration	1,458,000	560,100	570,900	10,800	..
19	Law and Justice . { Courts of Law	2,854,300	1,163,800	1,177,800	14,000	..
	Law and Justice . { Jails	908,900	354,900	360,800	5,900	...
20	Police	3,910,000	1,533,300	1,563,700	30,400	.
21	Marine (including River Navigation)	513,000	163,100	190,500	27,400	.
22	Education	1,494,300	510,200	517,400	7,200	...
23	Ecclesiastical	168,700	66,400	68,600	2,200	...
24	Medical	918,700	346,000	368,000	22,000	..
25	Political	738,400	262,900	323,000	60,100	...
26	Scientific and other Minor Departments	414,400	316,900	234,300	...	82,600
27	Territorial and Political Pensions	500,400	210,900	203,400	...	7,500
28	Civil Furlough and Absentee Allowances	1,000	400	600	200	.
29	Superannuation Allowances and Pensions	875,300	348,300	357,600	9,300	...
30	Stationery and Printing	506,000	228,800	234,000	5,200	...
32	Miscellaneous	203,700	95,500	92,100	..	3,400
33	Famine Relief	130,000	1,300	22,300	21,000	..
34	Construction of Protective Railways	1,011,700		509,600	509,600	...
35	Construction of Protective Irrigation Works	65,000	35,600	30,700	..	4,900
37	Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	301,500	29,300	72,500	43,200	..
38	State Railways (Working Expenses)	7,578,800	3,177,800	3,046,400	...	131,400
	Interest on Capital deposited by Companies	31,200	4,900	9,300	4,400	..
39	Guaranteed Companies (Surplus Profits, Land and Supervision)	600,000	15,200	15,000	...	200
	Interest	38,600	1,300	1,300		
40	Subsidized Companies (Land, etc.)	44,000	9,400	5,000	...	4,400
41	Miscellaneous Railway Expenditure	60,000	48,700	27,400	.	21,300
42	Irrigation Major Works (Working Expenses)	771,000	315,100	317,700	2,600	
43	,, Minor Works and Navigation	1,008,000	361,200	455,300	94,100	
44	Military Works	1,126,200	348,200	336,700		11,500
45	Civil Works	4,066,300	1,353,700	1,441,400	87,700	
46	Army: Effective	14,082,100	6,017,800	5,919,900		97,900
	,, Non-effective	924,000	421,000	420,000		1,000
47	Special Defence Works	270,000	74,000	104,300	30,300	
		65,457,400	25,276,400	25,936,800	660,400	
	England, including Army, Public Works, Guaranteed Interest, etc. £	15,950,400	7,168,700	7,345,600	176,900	...
	Exchange charged as Expenditure Rx.	7,975,200	2,910,900	4,204,100	1,293,200	...
		89,383,000	35,356,000	37,486,500	2,130,500	.
	Deduct—Provincial Deficits	*1,161,700*	*46,000*	*57,200*	.	*11,200*
		88,221,300	35,310,000	37,429,300	2,119,300	
	Expenditure not charged to Revenue—					
	Capital Outlay on Railways and Irrigation Works—					
	In India—					
48	State Railways	1,412,000	515,800	672,600	156,800	...
49	Irrigation Works	544,500	238,100	160,900	..	77,200
	In England—					
48	State Railways £	1,392,000	319,500	381,000	61,500	.
49	Irrigation Works £	3,700	2,800	1,300	..	1,500
50	Capital Charge involved in Redemption of Liabilities £				..	.
	Exchange on Expenditure not charged to Revenue Rx.	692,800	130,900	218,800	87,900	
		4,035,000	1,207,100	1,434,600	227,500	
	GRAND TOTAL	92,256,300	36,517,100	38,863,900	2,346,800	

* Includes Interest on Debt incurred for Capital Expenditure on Railways and Irrigation Works, which cannot be separated in the Monthly Accounts.

R. N. RAY,
Offg. Dy. Comptroller-General.

R. LOGAN,
Offg. Comptroller-General.

11 A 2

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 14th December 1892.

NOTIFICATIONS.

No. 3361 P.—Applications in respect of the under-mentioned inventions have been filed during the week ending the 10th December 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 312 of 1892.—The London Metallurgical Company, Limited, of London, England, for "Improvements relating to the coating of articles with a new metallic alloy by electro-deposition."

No. 313 of 1892.—Alfred Parry and Eigil Moller, Engineers, of 13, Garden Reach, Calcutta, for "Improvements in the shape of metal cans or drums, and for the mode of the manufacture of same."

No. 314 of 1892.—Joseph Morewood Dowsett, of Palmerston, North, in the Colony of New Zealand, Gentleman, for an improved fastening for bolts, more especially applicable to the fish joints of railways and tramways.

No. 315 of 1892.—The Strowger Automatic Telephone Exchange, a Company incorporated under the laws of the State of Illinois, United States of America, of 301 Rookery, Chicago, County of Cook, State of Illinois, United States of America, Telephone Proprietors, for "Improvements in Automatic Telephone and other Electric Exchanges."

No. 3362 P.—Specifications of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No 3 of 1892.—Arthur Elphinstone Cummins, at present residing at Spence's Hotel, Calcutta, Engineer, for a new and improved method of baling cotton without using the ordinary hoops or lashing. (Filed 2nd December 1892.)

No. 125 of 1892.—William Carew, retired Conductor, Bengal Ordnance Department, Dum-Dum Cantonment, Calcutta, for an improved combined machine for capping, uncapping, loading and crimping any two sizes of B. L. cartridges, *viz.*, 12 and 24—12 and 16—16 and 24. (Filed 1st December 1892.)

No. 144 of 1892.—Edward Field, Consulting Engineer, of Chandos Chambers, 22, Buckingham Street, Adelphi, in the County of London, England, for improvements in engines to be worked by hot gases, such as air or products of combustion with steam. (Filed 6th December 1892.)

No. 224 of 1892.—Joseph Lindsay and John Nicoll Lindsay, of Blackness Foundry, Dundee, in the County of Forfar, Scotland, Engineers, for improvements in apparatus for forming cranks on shafts. (Filed 6th December 1892.)

No. 239 of 1892.—James Mackay Taylor, Assistant Engineer, Punjab, at present a resident of Saharunpore, North-Western Provinces, for "A water-lift known as 'the Blame Water-lift'." (Filed 5th December 1892.)

No. 3363 *P*.—The fee prescribed in Schedule 4 of Act V of 1888 has been paid for the continuance of exclusive privilege during the period 21st February 1893 to 20th February 1894 in respect of the under-mentioned invention :—

No 141 of 1888.—Theophilus Coad, Electrician, of Forest Gate, County of Essex, England, for improvements in voltaic or galvanic batteries.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 13th December, 1892.

LIABILITIES	R	a	p	R	a.	p.
Capital paid up				2,00,00,000	0	0
Reserve Fund . . .				48,00,000	0	0
Public Deposits at Head Office	95,52,260	1	1	1,65,95,523	0	4
Public Deposits at Branches .	70,43,262	15	3			
Other Deposits at Head Office and Branches				5,47,68,576	3	2
Bank Post Bills, etc . . .				2,28,956	7	1
Sundries . . .				32,74,796	10	11
RUPEES .				9,96,67,852	5	6

ASSETS.	R	a	p.	R	a.	p
Government Securities . . .				62,26,787	8	0
Other authorized Investments . .				65,28,157	4	0
Loans on Government and other authorized Securities .				82,36,942	15	11
Accounts of Credit on Government and other authorized Securities				84,58,182	0	7
Bills discounted and purchased				2 48 01,837	1	7
Balances with other Banks . .				9,04,908	8	10
Bullion . . .				1,444	7	0
Dead Stock				12,38,778	7	1
Stamps . . .				10,373	10	1
Sundries				18,09,016	14	4
				5,82,16,428	13	11
Cash and Currency Notes at Head Office	1,38,19,342	12	3	4,14,51,423	7	7
Cash and Currency Notes at Branches	2,76,32,080	11	4			
RUPEES				9,96,67,852	5	6

BANK OF BENGAL,
Calcutta, the 15th December, 1892.

E. J. BIRCH,
Offg. Chief Accountant.
Rate for Demand Loans 4 per cent.
Percentage 55 3.

By Order of the Directors,
W. D. CRUICKSHANK,
Secretary and Treasurer.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The undermentioned candidates have passed the M.A. Examination :—

[Names of successful candidates in Sanskrit will be published subsequently]

ENGLISH.

CLASS I.

In Order of Merit.

1	Sarkar, Jadunath	Presidency College.
2	Chattopadhyay, Lalitmohan	Ditto.
3	Datta, Dinanath	Ditto.
4	Bagchi, Jatindramohan	Ditto.
5	Mitra, Mahendrakumar	Ditto.
6	Bhattacharyya, Annadaprasad	Private student.

CLASS II.

In Order of Merit.

1	Mukhopadhyay, Siddheswar	Presidency College.
2	Bandyopadhyay, Albion Rajkumar	Ditto.
3	Muhammad Azizul Huq	Private student.
4	Chattopadhyay, Bijaygopal	Presidency College
5	Ghosh, Jogeschandra	Private student
6	Bhattacharyya, Padmanath	Dacca College.
7	Chattopadhyay, Akshaykumar	Private student
8	De, Bipinbihari	Ditto.
9	Mitra, Upendramohan	Ditto
10	Das, Anukulchandra	Dacca College
11	Bhattacharyya, Ramdas	Private student.
12	Mukhopadhyay, Sureschandra	Presidency College
13 {	Chattopadhyay, Lalbihari	Ditto
	Bandyopadhyay, Nanigopal	Ditto

CLASS III.

In Order of Merit.

1	Ray, Rajendramohan	Private student
2	Basu, Bijaykrishna	Presidency College
3	Mukhopadhyay, Nalinikanta	Private student.
4	Datta, Annadacharan	Presidency College.
5	Mitra, Nilkrishna	Private student
6	Sarkar, Bholanath	General Assembly's Institution.
7 {	Sadhu, Krishnalal	Private student.
	Brahmachari, Saratchandra	Presidency College.
9	Chakrabarti, Bagalaprasad	Metropolitan Institution.
10	Basu, Hemchandra	Ditto.
11	Ray, Tripuracharan	Ditto.
12	Bandyopadhyay, Chunilal	Presidency College.
13	Sarkar, Debendranath	Ditto.

LATIN.

CLASS I.

Holland, Florence . . . . . Private student.

ARABIC.

CLASS II.

In Order of Merit.

1	Syed Kallan	Teacher.
2	Nur Bakhsh	M. A. O. College.

PERSIAN

CLASS III

M Moinuddin Ahmad . . Private student

HISTORY

CLASS II

Ray, Anukulchandra . . . Private student

MENTAL AND MORAL PHILOSOPHY

CLASS I

Mukhopadhyay, Nandalal . . . Presidency College

MATHEMATICS

CLASS III

In Order of Merit

1	Sarnakar, Nagendranath . .	City College
2	Haldar, Binodbihari	Presidency College
3	Ray, Rajanikanta . . .	Ditto
4	Chattopadhyay, Surendranath . .	Private student

NATURAL AND PHYSICAL SCIENCE (A).

CLASS II

In Order of Merit

1	Mukhopadhyay, Harendrakrishna	Presidency College
2	Sadhu, Rajendralal	Hughli College

CLASS III

Gangopadhyay, Siddeswar . . Private student.

NATURAL AND PHYSICAL SCIENCE (B)

CLASS II

Mallik, Indumadhab . . . . Private student

CLASS III

In Order of Merit

1	Mukhopadhyay, Rakhaldas . .	City College.
2	Basu, Bhupendrakumar . . .	Private student
3	Datta, Atulchandra	City College

NATURAL AND PHYSICAL SCIENCE (C)

CLASS I

In Order of Merit.

1	Lala Digambarlal	Presidency College
2	Mukhopadhyay Tarapada . .	Ditto
3	Biswas, Upendranath . . .	Ditto
4	Ghosh, Surendranath . . .	Ditto

W GRIFFITHS,
Offg Registrar

SENATE HOUSE,
The 12th December, 1892.

ADMINISTRATOR GENERAL OF BENGAL.

Notice of Death sent to the Administrator General of Bengal under Section 64, Act II of 1874.

Name of deceased	Place of death	Date of death	By whom and when death reported	REMARKS
Mr. J[illegible] Ed[illegible] Smith	Mogok	3rd May, 1891	Deputy Commissioner, Mogok, 12th November, 189[illegible]	Intestate. The deceased was Head Clerk of the Office of the Executive Engineer, Ruby Mines Division. Letters of administration granted to Dr. W. Cooper, Attorney of deceased's father.
Mr. W. N. H[illegible]	Do.	4th January, 189[illegible]	Ditto	Intestate. The deceased was employé of Burma Ruby Mines, Ld. Letters of administration granted to Major H. G. Kunhardt, Director General of Burma Ruby Mines, Ld.
" Ruben Henry [illegible]eyland	Do.	19th November, 1891	Ditto	Intestate. The deceased was Head Assistant, Deputy Commissioner's Office, Ruby Mines. No application for letters of administration.
Mrs. Isabella [illegible] Gilbert	Murree	3rd September, 1892	District Judge, Allahabad, [illegible]th November, 189[illegible]	Intestate. The deceased was the wife of Clarence Edwin Lloyd Gilbert, to whom letters of administration was granted on the 23rd November, 1892.
Mr. Cadwallader Waddy	Akyab	2nd November, 1892	Deputy Commissioner, Akyab, 9th November, 1892	Intestate. The deceased was a Barrister-at-Law. No application for letters of administration.
Mr. E. J. C. Fraser	Darjeeling	5th October, 189[illegible]	Offg. District Judge, Dinajpur, 28th November, 1892	Intestate. The deceased was an Assistant Manager of the Dhaturia Tea Estate. No application for letters of administration.
" Joseph [illegible]rown	Nagpur	[illegible]th November, 1892	Deputy Commissioner, Nagpur, [illegible]th November, 1892	Intestate. The deceased was an Assistant Superintendent in the Office of the Commissioner, Nagpur Division. No application for letters of administration.
" W. Martin	Jehanabad	13th October, 1892	District and Sessions Judge, Rae Bareli Division, 1st December, 1892	Intestate. The deceased was a Superintendent of Octroi in the Rae Bareli Municipality. The eldest son of the deceased has applied for letters of administration.

F. COLLIS SANDES,
Offg. Administrator General of Bengal.

ADMINISTRATOR GENERAL'S OFFICE,
7, COUNCIL HOUSE STREET,
CALCUTTA,
The 16th December, 1892.

THE RESIDENT IN MYSORE.

NOTIFICATION.

Bangalore, the 9th December, 1892.

No. 3984—353-92-*Ex*.—Under the provisions of section 55, clause (*g*) of the Excise Act, XXII of 1881, the Resident in Mysore prescribes the appended Rahadari Form No. 1 in lieu of that issued under his Notification No. 3400—317-91, dated the 7th November, 1891.

By Order,
C. W. RAVENSHAW,
First Asst. to the Resident.

Form No. 1.

Original to be given to the Cartman

Rahadari for transit of liquor.

No. , dated 189 .

Permit to pass from the Government Central Distillery at Gundopuntharpolayum in the District of Bangalore to the wholesalê vendor in the Civil and Military Station of Bangalore the undermentioned country spirits sent by Cartman named

1	2		3	4	5
No. of cask, jar, or chest. (*a*).	QUANTITY.(*b*)		Strength.	Time allowed for transit, days.	REMARKS.
	Gls.	Drs.			
				Days.	
TOTAL					

NOTE.—(*a*) Should bottled liquor be sent, the number of bottles should also be noted with the number of the chest or cask in which consigned.
(*b*) If the consignments are large, the details of columns 1, 2, and 3 should be given on the back of this Rahadari

Officer in charge of the Govt. Central Distillery.

I. Produced by
at on 189 , before the undersigned and
(hour) (date and month)
forwarded to the Wholesale Vendor of *at once.*
(place)

(Signed)

Designation of Government Officer.

II. Contents received and booked at the Wholesale Depôt at
(hour)
on the 189 and returned *at once.*
(month and date)

NOTE.—Explanation for delay if any to be appended and to be duly noticed by the 2nd Magistrate.

Balance of stock when consignment was booked Gls. Drs (quantity also to be written).

Date *189* . (Signed)

Wholesale Vendor.

III. Returned at checked.
(hour)

Date *189* . (Signed)

Designation of Government Officer.

IV. Compared with Taluk "Patti" and Special Assistant Commissioner's account, (after check of quantity and amount with rates given therein), and found correct.

Date *189* . (Signed)

Head Clerk, Collector's Office.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 14th December, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 7th December, 1892	41,84,125	
Value of Government silver in the Mint on the same date	24,50,389	
		66,34,514
ADD—		
Silver received by the Mint during the week on account of the Currency Department	268	
Ditto ditto Government	30,887	
		31,155
		66,65,669
DEDUCT—		
New coin paid to Reserve Treasury during the week	4,00,000	
Petty items issued for miscellaneous purposes	...	
		4,00,000
Balance on the evening of the 14th December, 1892	...	62,65,669
The Balance comprises—		
Silver held in account of the Currency Department	34,57,109	
Ditto ditto Government	28,08,560	
		62,65,669
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	...	
Ditto ditto Government	...	
		...

A. W. BAIRD, *Lieut.-Col., R.E.*,
Master of the Mint.

CALCUTTA MINT,
The 15th December, 1892.

BANK OF BENGAL.

NOTICE

Calcutta, the 15th December, 1892

Notice is hereby given that the transfer Books of the Bank will be closed from Tuesday, the 3rd, till Tuesday the 16th proximo, both days inclusive.

By Order of the Directors,
W. D. CRUICKSHANK,
Secretary & Treasurer.

SURVEY OF INDIA DEPARTMENT.

NOTIFICATION.

Calcutta, the 15th December, 1892.

No. 952.—CORRIGENDUM.—In this Department Notification No. 877, dated 13th November, 1891, *for* "W. H. Biggie" *read* "H. W Biggie."

H. R. THUILLIER, *Colonel, R.E.*,
Surveyor-General of India.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

Abu, the 6th December, 1892.

No. 4531-*G*.—Hospital Assistants Haripadaya Mukerji and Theophilus Rimmel were appointed third class Hospital Assistants for Government service, and placed on the Native States' Reserve List from 1st October and 28th November, 1892, respectively.

No. 4532-*G*.—Third class Hospital Assistant Kudrutullah, attached to the Bikanir Agency Hospital, returned on the 3rd November, 1892, from the leave granted to him in this Office Notification No. 3891-G., dated 19th October, 1892.

No 4533-*G*.—Third class Hospital Assistant Gunpatram Nirbhairam Pathak, of the Jodhpore Raj service, was granted two months' privilege leave, with effect from the afternoon of the 14th October, 1892

No. 4534-*G*.—Third class Hospital Assistant Geyan Chund attached to the Rajgurh Dispensary in the Ulwar State, was granted privilege leave for eighteen days from the afternoon of the 19th October, 1892.

No. 4534-*A.G*.—Second class Hospital Assistant Har Sahoy, attached to the Etawah Dispensary in the Kotah State, was granted privilege leave for two months from the forenoon of 26th October, 1892, and third class Hospital Assistant Nafar Chunder Dass, of the Native States' Reserve List, was appointed to officiate for him.

By Order,

L. S NEWMARCH, *Captain*,
First Asst. Agent to the Govr.-Genl., Rajputana.

SECY. TO AGENT, GOVR.-GENL., AND CHIEF COMMISSIONER, BRITISH BALUCHISTAN, PUBLIC WORKS DEPARTMENT.

NOTIFICATION.

The 29th November, 1892.

No 27.—The services of Lieutenant E H dev Atkinson, R E temporary Executive Engineer, 4th grade, Military Works Department, having been temporarily placed at the disposal of the Public Works Department of this Province—*vide* Government of India, Public Works Department, Notification No 407, dated 21st November, 1892—he is placed in charge of the Zhob Division

By Order,

J. F. GARWOOD, *Lieut-Colonel, R.E.*,
Offg. Secy. to Agent, Govr.-Genl., & Chief Commr.,
British Baluchistan, P W D.

II B 2

INDIAN MUSEUM.
Trustees' Office.

NOTIFICATION.

Calcutta, the 12th December, 1892.

No. 308-D.Ent.—Mr. E. C. Cotes, Officiating Deputy Superintendent, Indian Museum, returned from the deputation to Dehra Dun Forest School, sanctioned in the Government of India, Revenue and Agricultural Department, Notification No. 3221—45-Mus. & Ex., dated 3rd November, 1892, and resumed his duties on the forenoon of the 7th December, 1892.

WILL. KING,
Hony. Secy. to the Trustees.

DIRECTOR-GENERAL OF RAILWAYS

NOTIFICATION.

Calcutta, the 12th December, 1892.

No. 64.—With reference to Public Works Department, Government of India, Notification No. 434, dated 8th December, 1892, Director-General of Railways' Notification No. 62, dated 24th November, 1892, relating to Mr. R. J. Woods, Executive Engineer, 4th grade, is hereby cancelled.

R. A. SARGEAUNT, *Lt.-Col., R.E.,*
Director-General.

CURRENCY NOTES.

The following Currency Notes are stated to have been destroyed, and payment of their value has been claimed by the person whose name is placed against the numbers; any other person claiming a right to them, is warned to communicate at once with the undersigned:—

Allahabad Circle.

NOTES WHOLLY DESTROYED.

Regr. No.	No. of Notes.	Value. R	Name of Claimant.
No. 1 of 1892-93.	D 13—35045	5	Musammat Fatima Bibi, wife of late Maulvi Wahiduddin, Kara, District Allahabad.
	D 13—36929	5	
	D 25—94621	10	
	D 24—61720	50	
	D 23—61370	100	

W. J. WILLIAMSON,
Currency Officer.

PAPER CURRENCY OFFICE,
ALLAHABAD,
The 12th December, 1892.

Calcutta Circle.

NOTES WHOLLY LOST OR DESTROYED.

Regr. No.	No. of Notes.	Value. R	Name of Claimant.
H 54 of 1892-93.	V 13—90030	100	Babu Preo Nath Chakravarti, care of Babu Shama Charan Chakravarti, Pleader, Judge's Court, Alipore.
	P 73—43032	20	
	U 92—78147	10	

H. WARBURTON,
Assistant Comptroller General,
In charge, Paper Currency.

PAPER CURRENCY DEPARTMENT,
CALCUTTA.
The 16th December, 1892

REPORTS OF DESERTIONS.

Report of a Deserter or Absentee without leave, from the 2nd Battalion, The Border Regiment of Foot, dated at Mooltan, this 7th day of December, 1892.

Number, Rank, and Name,—No. Border—254, Private James Brannon.
Age,—31 years.
Height,—5 feet 7½ inches.
Colour of—
Complexion, sallow; Hair, light brown; Eyes, blue.
Date of Desertion or Absence,—4th December, 1892.
Place of Desertion or Absence,—Mooltan.
Date of Enlistment,—19th September, 1882.
At what Place Enlisted,—Liverpool.
Parish and County in which Born,—Belfast, County Down, Ireland.
Place of residence for last 12 months before enlistment,—Not known.
Marks,—Anchor tattooed on left arm, faintly perceptible.
Trade,—Labourer.
Regimentals, or plain clothes,—Regimentals.
REMARKS,—
Under 2 years' service, former service having been forfeited.

H. RILEY, *Lieut.-Colonel,*
Commdg. 2nd Battn., The Border Regt.

Report of a Deserter or Absentee without leave, from the 1st Battalion, The Buffs' Regiment of Infantry, dated at Fort William, this 14th day of December, 1892.

Number, Rank, and Name,—No. 4011, Private Sidney Albert Thorne.
Age,—18 years 3 months.
Height,—5 feet 8½ inches.
Colour of—
Complexion, fair; Hair, light brown; Eyes, grey.
Trade,—Stoker.
Date of Enlistment,—6th September, 1892.
Place of Enlistment,—Fort William.
Parish and County in which Born,—Edgbaston, Warwickshire.
Date of Desertion or absence,—8 o'clock P.M., 12th December, 1892.
Place of Desertion or absence,—Fort William.
Marks,—Mole on front of upper part of left thigh.
REMARKS,—
Under 6 months' service.

R. A. HICKSON, *Major,*
for *Lieut.-Colonel,*
Commdg. 1st Battn., The Buffs.

Report of a Deserter or Absentee without leave, from the 1st Battalion, The Buffs' Regiment of Infantry, dated at Fort William, this 14th day of December, 1892.

Number, Rank, and Name,—No. 3505, Boy Robert Beayley.
Age,—17 years 3 months.
Height,—5 feet 7½ inches.
Colour of—
Complexion, sallow; Hair, light brown; Eyes, brown.
Trade,—None.
Date of Enlistment,—2nd March, 1891.
Place of Enlistment,—Fort William.
Parish and County in which Born,—Ranikhet, Almora, India.
Date of Desertion or absence,—Tattoo, 12th December, 1892.
Place of Desertion or absence,—Fort William.
Marks,—Scar on right shin.
REMARKS,—
Under 2 years' service.

R. A. HICKSON, *Major,*
for *Lieut.-Colonel,*
Commdg. 1st Battn., The Buffs.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act, 1888.

CIVIL ENGINEERING COLLEGE, SIBPUR.

An examination for admission to the Mechanical Apprentice Department will be held at the College on Monday and Tuesday, the 9th and 10th January, 1893.

Candidates must apply in writing to the Principal not later than the 31st December, 1892, for permission to appear at the examination, enclosing a fee of R2, a certificate of good conduct, and a certificate of age. Applications unaccompanied by fee and certificates will not be considered.

For admission to this Department, candidates must be between the ages of 15 and 17 years.

The subjects of examination are—

Arithmetic	The whole.
Algebra	To Simple Equations.
Euclid	Books I and II.
English Grammar and Composition.	

Every applicant, before admission to the College, will be examined by the College Surgeon as to his physical strength, fitness for manual labour, and eyesight. If this officer's report is unsatisfactory, the applicant will not be admitted, and his examination fee will be returned.

There will be one vacancy on the Free List for Christian apprentices in February next, and sixteen on the Reduced* Fee List.

For Natives there will be at least eighteen vacancies, possibly more, on the Reduced † Fee List. These vacancies will be filled up after the opening of the session by the Board of Visitors from those apprentices who join the College. No guarantee can, therefore be given beforehand, but forms to be filled in for the consideration of the Board can be had on application to the Principal.

Owing to want of accommodation, the number of *Hindu* apprentices to be admitted is limited Candidates will be selected in order of merit

* R5 per mensem.
† R2 per mensem.

J. S. SLATER,

Principal, Civil Engineering College.

SIBPUR,

The November, 1892.

POST OFFICE.

NOTIFICATIONS

Calcutta, the 15th December, 1892.

No. 11763.—Mr. F. T. Hall, Superintendent of Post Offices officiating in the 1st grade, is granted privilege leave for one month and two days from the 16th December, or from the date on which he may avail himself of it, and the following acting appointments are made during his absence or until further orders:—

Mr. M. E. Monks Superintendent of Post Offices, 2nd grade, to act in the 1st grade.

Mr J W K McCrea, Superintendent of Post Offices, 3rd grade, to act in the 2nd grade.

Baboo Suryya Kumar Mukerji, Superintendent of Post Offices, 4th grade, to act in the 3rd grade

Mr W Gardiner to act as Superintendent of Post Offices, 4th grade.

A. U FANSHAWE,

Dir.-Genl of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 13th December, 1892.

Agent, Chota Nagpur Carrying Company.
Brown, A., & Co
Clarke, Mrs. John.
Editor, *Sirmore Gazette.*
Elliott & Co. (Solicitors).
Equitable Life Assurance Society of United States.
Fordham, Mrs J
George, J.
Halnelein, F.
Harriss, Mrs., and D Walkers.
King, Alton & Co
Lancastey, P.
Lyon, J
Newington, D.
Ouis, Mrs. A
Pease, Miss Mary K.
Quickly, G A.
Richardson & Co
Scott, Bertie.
Vepan, A S.
Warrington, W.
Wall, J.
Williams & Co.

Letters marked "Care of Post Office"

Abbs Cooper, Miss.
Addis, A
Andrews, H M.
Archond, H A.
Augustine, S. M.
Barten, J. G
Barrington, F.
Bell, J. Hyslop.
Bent, Mrs. Harry.
Bentley, Mrs. Walter.
Blakie, T.
Blanleml, Henri.
Bradley, John
Brewer, Thos.
Brown, Frank.
Brown, M.
Buck, E. J.
Charlton, J G.
Chaupher, M.
Clark, Rev I. E.
Conolly, C. A.J
Coqueral, Paul.
Cooke, Mrs. N.
Cook, S. G
Courjon, Miss.
Cracoford, H. E.
Cross, J. C.
Crouch, Thomas.
Deamrolais, Mr.
DeSouza, A. S. R.
Dickson, Sam.
Dillany, Mr.
Doughty, F
Douglas, G. P Home.
Dowley, C B.
Drew, Thos M
Drummond, G
Dwyer, Dr. M. O.
Forsyth, Mrs.
Foster, Mrs. E. J.
Gay, Mrs. A.
Gambley, Mrs. J.
George, J., Esq.
Gordon, R.
Grace, Mrs.
Graham, Mrs J. D.
Green, Alfred B.
Hamilton, E.
Harwood, H
Harris, Miss F. L.
Harris, Gordon.
Haugh, A
Hayes, Miss Alice
Heller, Max.
Hlellde, Mrs.
Hennessy, A
Herald, J L
Houston, U K.
Ilbery, Horald
Isaacs, Elias H.
Jackson, Miss Amy
Jackson, Miss M
Johnson, Miss Cissie
Johnston, Mrs
Kane, R J
Kidd, Dr C E.
Lefeuvre, John
Legh, Miss M. C
Lea, J. W.
Leslie, W.
Longmate, Sergeant
Lynch, C. P
Lyons, B.
Macaulay, Capt M.
Maclan, F H.
Matthews, Right Hon H
McDonald, D. M K.
McCartie, Surgeon-Major.
McCartney, John
McCoy, G E.
Medd, G H
Metz, Charles.
Millar, John F
Mittar, C H., Mrs
Molesworth, Mrs. W. F
Monteah, J H.
Moolla Moosajee.
Morsand, S.
Murphy, J C
Murphy, C S.
Murphy, M F.
Musgrave, Sir R.
Naylor, Mrs H. A.
Newington, Mrs.
Olliver, E C.
Peatling, J. H.
Philipps, Edwin.
Phillips, W
Phillips, Mrs. Water Joseph
Photographic Apparatus Manufacturer
Platt, Heylzn.
Platt, H J H
Rickie, Mrs. D.
Roberts, Mrs.
Roberts, Mrs R.
Robertson, Mr.
Roggs, C W.
Saxby, Frank.
Schmidt, H., Esq.
Shaw, Mrs.
Shillingford, Mrs.
Sillhengst, Franz.
Slack, J. H.
Skinner, G F C.
Smith, E A
Smith, Mrs. A.
Solm, Mrs M.
Sponce, Reginald, Esq
Stack, Mr
Stanier, Beville
Summers, Mr. I
Swettenham, E., Col.
Thompson I.
Thresher, J. H.
Tufnell, W F
Vandort, M A
Van Opstal, I S.
Wallace, R G
Wichmann, Baron.
Wood, Vernon.

Registered Letters.

Gay, R.
Gregory, John.
Jones, F. H., Esq.
King, C M.
Moller, E
Newington, D
Playfair, Walter.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. A.	Ginness, R. S.	OConnor, L.
Allen, D.	Graves J. H.	Peterson, C. H. P.
Aston, H. F.	Hosking, E.	Pickett, G. A.
Airy, W.	Hancock, A.	Pereira, Miss.
Bulkely, Mrs.	Henton, J. H. M. P.	Pearson, A., Mrs.
Brooke, H.	Hune, F., Mrs.	Pareto, L. C.
Bowen, R.	Hirschberg, R., Prof.	Prosperi, L.
Bun, D., Col.	Haiwan, A.	Powell, Mary, Mrs.
Barboza, A.	Harr, G. C.	Powis, Mrs.
Beadly, W. A.	Heni, E., Madam.	Russell, C. H.
Bohlk, C., Revd.	Innes J. R.	Revithod, J.
Brownsteni, R., Mrs.	Ingles, T.	Ray, H.
Brennan, Mrs.	Jeffries, W. F.	Reed, W. H.
Behan Laura, Mrs.	Kennedy, S., Dr.	Rule, A.
Conolly, C. A.	Kenahan C. J.	Roundell, C.
Cholmondely, F. G., Rev.	Kinlock, C. W.	Rolland, A. R.
	Kelly, E. H., Dr.	Romanoff, A.
Crawford, H. E.	Koch, S.	Robertson, Miss.
Clark, F. E., Revd.	Kokni, H.	Raymond, R.
Charles, M. C.	Lorensen, F.	Ross, D. G. A.
Crowe, G. R.	Loweth, C. V.	Simpson, A., Mrs.
Cooper, M. P.	Lang, R. S. M., Col.	Schroder, P.
Clifford, N. F.	Lascelles, J. H.	Stephenson, T.
Caitana, L.	Leonardi F.	Smith, O.
Divare, Miss.	Lugard., C. J., Col.	Stuart, Maj.-Genl.
DeCroix, J.	Loreuzs, M.	Szechenzie, A. S.
Damoy, C.	Landu, J. E.	Sinclair, W. J.
Dundas, C. L. C. S.	Lyon, S.	Spencer, G.
Dames M. L. C. S.	Lahiff, H. B., Corpl.	Southgate, P.
Elphinstone, G. D. H., Sir.		Stoddard, W. A.
	Langworthy, Lt. G.	Sharplin, A. C.
Eddis, A. S., Mrs.	McDermott, A.	Stevens, W. I.
Etherington, B., Surgn.	Morris, T. W.	Sullivan, Geo
	McDonald, W. J.	Tabak, A., Miss.
Fairbanks, R.	Mayo, S.	Twiedie, J.
Fawns, Miss.	Marienburk, J.	Thomas, C.
Fieldhouse, A., Mrs.	Manning, J. A.	Tunel, D., Miss.
Fabian, S.	Maritz, L.	Townsend, F. S.
Faulkner, W. A.	Murray, E. E.	Trurenayne, S.
Folkers, S. A.	Maise, T. S. B.	Whamond, P.
Gracias, A.	Maynard, W. M.	Wilch F. C.
Grand, Mrs.	Miles Druy.	Wood, F. S., Mrs.
Gheitner, L.	Meredith, F	Woodhouse, Capt.
Graff, L.	Moriarity, Miss.	Wallace, John.
Goldenberg, I.	Nazareth, L. J.	

Unclaimed Letters held in the Barrackpore Post Office on the 12th December, 1892.

Duchel, Henri.	Mills, Mrs. M.	Walsh, C. A.
Ferolleus, Mrs.	Turner, W.	

E. HUTTON,
Presidency Postmaster, Calcutta.

The 17th December, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892	
Egypt, Europe, America, Cape Colonies through United Kingdom.	21st Dec.	Per P. & O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	20th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands China, and Japan	26th ,,	Ditto.
Australia, New Zealand, and Tasmania.	26th ,,	Ditto.
Madras, Pondichery, Ceylon, Batavia, Singapore, and China.	17th ,,	Per French Str. *Niemen*.
Straits, China, and Japan . .	23rd ,,	Per Steamer *Kutsang*.
Rangoon and Moulmein	20th ,,	Per Steamer *Ethiopia*.
Rangoon, Moulmein, Penang, and Singapore.	23rd ,,	Per Steamer *Lindula*.
Akyab, Kyaukpyu, Sandoway, and Rangoon.	21st ,,	Per Steamer *Kasara*.
Port Blair	20th ,,	*Viâ* Rangoon.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully pre-paid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M for despatch by any Foreign Mails despatched the same night.

E. HUTTON,
Presidency Postmaster, Calcutta.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডনের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পোণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিন্‌কোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২৸০ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পোণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পোণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণ এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত হার ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ॥০ ও এক পোণ্ড টিনের ৷৷০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows:—

1 Pound tin,	R16,	or, post free,	R16-12.	
½	,,	R 8,	,,	R 8-8.
¼	,,	R 4,	,,	R 4-8.

Analysis shows this Quinine to be of the purest manufacture; and it is guaranteed to be free from wilful mixture with the inferior alkaloids Cinchonine and Cinchonidine. It is for sale only to Government officers, and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে, যথা—

১ এক পৌণ্ড টিন . ১৬৲ বা ডাকমাশুল বিনা ১৬৸০
৷ আধ „ „ ৮৲ বা ডাকমাশুল বিনা ৮৷০
শিকি „ „ ৪৲ বা ডাকমাশুল বিনা ৪৷০

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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 17, 1892

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KEDARNATH SANYAL,
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SUPPLEMENT TO

The Gazette of India.

No. 51.} CALCUTTA, SATURDAY, DECEMBER 17, 1892.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 3rd, 1892.

Strongly marked anticyclonic conditions have prevailed throughout the Indian region during the week under review. Pressure has been steadily highest over North-Western India and the central parts of the country, and lowest over the Arabian Sea off the Malabar Coast and the south of the Bay. Towards the close of the week unsettled weather appeared both in Madras and in North-West India. In both regions rain fell and the wind directions were changed, but the disturbance was not sufficient to alter the general distribution of pressure as described above. The winds were anticyclonic throughout the greater part of the country during the week, but in the north-west of the Punjab and in Baluchistan and on the Madras Coast, at the close of the week slight cyclonic movements were reported. The rain which fell in the extreme north-west of India and in the south of the Peninsula was slight.

On the 27th the pressure changes were small except in Sind and Kathiawar where a brisk fall had occurred. Readings were highest over Rajputana and adjacent districts and lowest in Malabar and over the south of the Bay. Pressure was generally below the average. The wind was fairly normal in direction and force, but at Diamond Inland a strong north-north-east wind

A

was blowing. Snow had fallen at Gnatong and slight rain showers at Diamond Island, Bassein, Rangoon, Darjeeling, Jalpaiguri, and Colombo. On the 28th the barometer was rising except in Burma, and the pressure generally was about normal. The wind remained strong at Diamond Island and it was evident that some slight disturbance existed to the north of the Andaman Islands. Showers had again fallen at Diamond Island, Bassein, Rangoon, Silchar, Gnatong, and Jalpaiguri. The chart of the 29th showed a barometric fall over the Punjab, the west of the North-Western Provinces, Northern Rajputana, South-West Bengal and Lower Burma, and a rise elsewhere. The general distribution of pressure was unchanged, and the only points of importance were the relatively low readings existing over Northern India and the slight disturbance near the Andaman Islands. The wind had drawn towards North-West on the west side of the Bay, and was still strong from the north-eastward at Diamond Island. A few drops of rain were reported from Diamond Island and Bassein. On the 30th the pressure changes were slight except in Sind where the barometer had fallen rapidly. The tendency was, however, downward almost everywhere. Pressure was below the normal average except in the west, south, and centre of the Peninsula. The winds were generally unchanged in direction, but the force was rising around the Bay. The disturbed weather near Diamond Island continued. Slight rain had fallen at Quetta, Tounghoo, and Diamond Island. The chart of the 1st December showed a barometric rise everywhere, and pressure exceeded the normal average in all districts except Lower Sind and Lower Burma where there was some deficiency. Pressure was highest in the Punjab and lowest over the Bay. The wind had shifted to east-north-east at Diamond Island and the area of disturbed weather near that station had apparently commenced, a westerly advance. The winds had shifted to east and south east at some stations on the plains and hills of the Punjab, and a partial cyclonic circulation was shown over the Bay. The force remained strong at Diamond Island and was fresh at several stations. Chaman, Quetta, and Trevandrum reported light rain showers, and Gnatong a snowstorm. On the 2nd the changes of the barometer were again generally small and irregular, the more important being a rise over North-Eastern India and a fall on the Madras Coast. The wind was irregularly cyclonic and fresh in force over the centre and south of the Bay, and rain had commenced at Madras where also the sea was rough. Strongish winds prevailed on the North-West Frontiers of India and heavyish rain had fallen at Chaman and Quetta and slight rain at Montgomery, Dera Ismail Khan, Multan, and Srinagar. On the 3rd the barometer was rising almost everywhere, the rise being brisk to rapid in the north-west. The disturbance over the Bay had apparently filled up and pressure decreased steadily from a high pressure area in the north-west to a low pressure area in the extreme south. The winds were irregular and strong in places, over Madras and over the Punjab and its neighbourhood, but elsewhere the ordinary anticyclonic directions prevailed. Showers of rain were reported over the Punjab, Baluchistan, and the south of the Peninsula, the largest amounts being reported from Baluchistan.

Temperature.—The following table shows the variations of the mean temperature from the normal on each day of the week for the principal Provinces of India:—

PROVINCE.	27th.	28th.	29th.	30th.	1st	2nd.	3rd.	Mean variation of week.
Burma	−0·4	−2·7	−1·7	+0·3	−0·3	−0·5	−0·2	−0·8
Bengal and Assam	−2·4	−3·1	−1·8	−0·8	−0·2	−1·2	−2·4	−1·7
North-Western Provinces and Oudh	−3·0	−3·4	−2·4	−2·5	−2·3	−1·1	+0·4	−2·0
Punjab	−0·8	−0·4	−1·5	+0·7	+1·5	+2·7	−0·3	+0·3
Bombay	−1·1	−1·3	−1·5	−2·2	−3·0	−3·1	−0·8	−1·9
Berar and Central Provinces	−0·1	−2·1	−4·5	−5·1	−3·6	−1·8	−0·4	−2·5
Guzerat and Central India	−2·6	−3·0	−3·2	−4·1	−3·3	−1·6	−0·7	−2·6
Sind and Rajputana	−2·2	−2·4	−2·9	−1·8	+1·1	−0·4	−1·6	−1·5
Madras	−1·0	−1·3	−0·6	−1·3	−2·0	+0·4	+1·9	−0·6
MEAN FOR WHOLE INDIA	−1·5	−2·2	−2·2	−1·9	−1·3	−0·7	−0·5	−1·5

The above shows a general deficiency for the whole of India for the week of 1½°. On the 28th, 29th, and 30th the general defect for all Provinces was about 2°, on the 27th November and 1st December the deficiency was about 1½°, and on the ramaining two days was about ½°. The provincial returns show a deficiency of 2½° at the more central stations, of 2° in the North-Western Provinces and Bombay, of 1½° in Bengal, Sind, and Rajputana, and of less than 1° in Burma and Madras. In the Punjab there was a slight excess. The excess in the last-named province was due to the high minimum temperatures which accompanied the cloudy nights due to the slightly disturbed weather at the close of the week.

Rain.—The concluding table shows that rain has been received in fifteen only of the rainfall divisions, and of these fifteen divisions, no less than ten had an average actual rainfall for the division of less than one-tenth of an inch The five divisions which received one-tenth or over were Lower Burma, the hil. districts of the Punjab, the west of the Punjab, and the East Coast, Central and South, and with these exceptions there was practically no rain throughout. The third column of the table shows that even this slight rainfall was in excess of the normal in Lower Burma, in Assam (Surma), and in the hill districts, the north-west and the west of the Punjab, but elsewhere the fall was deficient. It is, however, only in the Carnatic that rainfall of any importance is anticipated during the week under review, and it is only in the three following divisions, *viz.*, the East Coast (Central and South) and Madras (South) that the existing shortness of the rainfall is of great importance.

The information given in the three final columns of the table is practically the same as that given by the same columns in last week's table, *viz.*, a rather serious deficiency in Southern and Central Madras and Mysore, a comparatively unimportant deficiency over Nothern India, and a considerable excess elsewhere.

No heavy falls occurred during the week.

Provinces.	Division.	Rainfall data for week ending 3rd December.			Rainfall data from 16th October to 3rd December 1892		
		Average actual rainfall of Division	Average normal rainfall of Division.	Excess or defect in inches.	Average actual rainfall of sea on to date.	Average normal rainfall, 16th October to 3rd December	Excess or defect of (seasonal) rainfall expressed as a percentage
		Inches.	Inches	Inches	Inches	Inches	Per cent.
Burma	Tenasserim	0	0	0	4·28	5·26	— 19
	Lower Burma	0·28	0·20	+0·08	5·41	7·07	— 23
	Central ditto	0·02	0·15	—0·13	3·10	4·48	— 31
	Upper ditto	0	?	?	7·10	?	?
	Arakan	0	0	0	8·81	7·07	+ 25
Bengal and Assam	Eastern Bengal	0	0·04	—0·01	8·63	4·02	+115
	Assam (Surma)	0·09	0·06	+0·03	9·35	3·56	+163
	Ditto (Brahmaputra)	0	0·15	—0·15	0·86	2·31	— 63
	Deltaic Bengal	0	0·03	—0·03	6·89	2·59	+166
	Central ditto	0	0·02	—0·02	1·94	2·16	— 10
	North ditto	0	0·02	—0·02	0·62	2·35	— 74
	Orissa	0	0·17	—0·17	7·18	4·80	+ 50
	Chota Nagpur	0	0·08	—0·08	4·20	2·44	+ 72
	Bihar (South)	0	0·10	—0·10	0·50	1·43	— 65
	Ditto (North)	0	0·04	—0·04	0·14	1·16	— 88
North-Western Provinces and Oudh	North-Western Provinces (East)	0	0·07	—0·07	0·18	0·92	— 80
	Oudh (South)	0	0	0	0·22	0·41	— 46
	Ditto (North)	0	0·01	—0·01	0·05	0·30	— 83
	North-Western Provinces (Central)	0	0·01	—0·01	0·02	0·20	— 90
	North-Western Provinces (West)	0	0	0	0	0·08	—100
	North-Western Provinces (Submontane)	0	0·03	—0·03	0	0·35	—100
Punjab	Punjab (South)	0·02	0·02	0	0·02	0·15	— 87
	Ditto (Central)	0	0·01	—0·01	0	0·12	—100
	Ditto (Submontane)	0·02	0·03	—0·01	0·02	0·18	— 89
	Ditto (Hill Districts)	0·10	0·09	+0·01	0·29	0·53	— 45
	Ditto (North-West)	0·06	0·04	+0·02	0·19	0·62	— 69
	Ditto (West)	0·12	0·01	+0·11	0·12	0·15	— 20
Bombay and Malabar Coast Districts (Madras)	Malabar	0·03	0·17	—0·14	16·90	9·17	+ 84
	Madras (South Central)	0·04	0·30	—0·26	3·42	8·08	— 58
	Coorg	0	0·07	—0·07	6·73	6·84	— 2
	Mysore	0·01	0·20	—0·19	2·15	5·33	— 60
	Konkan	0	0·08	—0·08	6·67	3·48	+ 92
	Bombay (Deccan)	0	0·25	—0·25	8·51	3·82	+123
	Hyderabad (North)	...		...		..	. .
	Khandeish	0	0·17	—0·17	3·54	2·31	+ 53
Central Provinces and Berar.	Berar	0	0·14	—0·14	5·69	2·07	+175
	Central Provinces (West)	0	0·14	—0·14	3·32	1·35	+146
	Ditto ditto (Central)	0	0·13	—0·13	2·18	1·13	+ 93
	Ditto ditto (East)	0	0·05	—0·05	3·87	1·29	+200
Bombay (North)	Guzerat	0	0	0	0·61	0·59	+ 4
	Kattiawar	0	0	0	1·76	0·34	+418
	Sind	0	0·02	—0·02	0	0·11	—100
Rajputana and Central India.	Central India (East)	0	0·07	—0·07	0·56	0·52	+ 8
	Rajputana (East), Central India (West)	0	0·03	—0·03	0·16	0·32	— 50
	Rajputana (West)	0	0·01	—0·01	0	0·10	—100
Madras	East Coast (North)	0	0·45	—0·45	16·05	7·95	+102
	Ditto (ditto) (a)	0	0·09	—0·09	9·10	5·24	+ 74
	Hyderabad (South)	0	0·05	—0·05	9·56	1·17	+717
	Madras (Central)	0·03	0·30	—0·27	6·33	5·13	+ 23
	East Coast (Central)	0·12	1·22	—1·10	11·94	11·74	+ 2
	East Coast (South)	0·34	1·83	—1·49	3·61	14·53	— 75
	Madras (South)	0·01	1·39	—1·38	2·61	10·41	— 75

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India

Simla, the 8th December 1892

J. W. P. MUIR-MACKENZIE,
Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 10th December.*—Moderate showers in Carnatic and Central districts and Nilgiris, light and scattered in Southern districts. The rain has done some good, but was too little to save much of the crops. Ordinary sowings retarded. Standing crops thriving in Circars, Deccan, and West Coast, suffering very severely in Carnatic and Southern and somewhat in Central districts. Harvesting of early crops continues: yield fully average in Circars and Deccan, very moderate in Southern, Central and Carnatic. Water-supply for drinking ample, for irrigation very scanty in southern half of the Presidency. Pasture and fodder generally abundant, but pasture growing scarce in the Southern districts. Condition of cattle good. Prices stationary Circars, Deccan, and West Coast, rise continued in Carnatic, Central and Southern districts, except in Coimbatore and Madura where rates rather easier, though still double normal rates. Deficiency of rainfall last six weeks 10 to 12 inches Carnatic and Tanjore, 6 inches Madura and Tinnevelly, and upwards 3·5 inches Central districts, usual fall being upwards 12 Carnatic and Tanjore, 7 Madura and Tinnevelly, and 4 to 9 Central districts. This great and continued deficiency causing increasing damage, and great loss of crop anticipated.

Bombay.—*For week ending 14th December.*—Late crops blighted and cotton damaged by winds in parts of Bijapur. Standing crops otherwise good except *bajri* in Nasik. Harvesting of early and sowing of late crops progressing in a few districts. Cotton-picking continues in two districts and opium sowing in Baroda. Prices generally steady. Agricultural stock good. Fodder sufficient.

Bengal.—*For week ending 10th December.*—There was no rain in the Province during the week with the exception of a few light showers in the districts of Jalpaiguri and Darjeeling. The winter rice harvest is in full progress, and a good outturn continues to be generally anticipated, but reports from Burdwan, Bankura, Midnapore, and Hooghly indicate a poor harvest in parts of those districts. The spring crops are doing well, but rain would be beneficial in some districts in Behar. Sugarcane-pressing has begun in several districts. Poppy is a promising crop, except in the unirrigated tracts of Muzaffarpur, where the sowings have failed almost entirely for want of moisture. The prospects of the tobacco crop are also favourable. Prices of rice continue easy with a tendency to fall as new rice comes into the market. Cattle are in good condition, and fodder and water supplies sufficient. There is no longer any distress in the Diamond Harbour sub-division, where the winter rice is a bumper crop. The distribution of gratuitous relief has ceased.

North-Western Provinces and Oudh.—*For week ending 14th December.*—Except in Ballia where there has been slight rain, the weather has been fine though generally cloudy. A fall of rain would greatly benefit the young crops. Irrigation in progress and prospects generally good. Sugarcane-pressing going on. Locusts appeared in parts of the Fyzabad and Saharanpur districts, but no damage has been reported. Prices on the whole fairly steady.

Punjab.—*For week ending 14th December.*—Slight rain in a part of the Mooltan district only. Sowing of spring crops continues and rain urgently needed in Umballa and Lahore. Sugarcane being pressed. Condition and prospects of spring crops reported good in all districts except Rawalpindi, where they are average. Cattle said to be in good condition throughout the Province. Fodder sufficient in all districts except in parts of Dera Ismail Khan. Poppy crops

flourishing in Lahore. Prices unsettled in two districts, rising in one and stationary elsewhere.

Central Provinces.—*For week ending 14th December.*—Weather cloudy and cool. Reaping of rice in Bilaspur and of *juar* in Nagpur and Wardha in progress. In Chanda, Raipur, and Sambalpur threshing of rice continues. Winter crops thriving. In the Harda tahsil insects have attacked the young wheat crops.

Burma.—*For week ending 10th December.*—LOWER BURMA: Crop prospects continue good in all districts except Thayetmyo, where an 8-anna crop is expected. Reaping in progress everywhere. UPPER BURMA: No rain has fallen during the week, and little change has taken place in crop prospects. In Bhamo damage has been caused by caterpillars and rats, and in two circles of Shwebo by elephants. In two townships of Myingyan the *jowar* crop is withering and the late millet crop is poor. Dry-weather crops in Legain township and Salin sub-division, Minbu district, have failed largely from want of rain. Prospects in Meiktila and Yamethin are bad, but in other districts they are good. Early paddy is being reaped in all districts, and in Meiktila wheat is being sown. The price of paddy has fallen considerably in Rangoon and the Upper Chindwin.

Assam.—*For week ending 13th December.*—Weather cool. Reaping of winter paddy continues. Prospects of crops generally good. Condition of cattle normal. Fodder sufficient.

Berar and Hyderabad.—*For week ending 14th December.*—BERAR: Weather fair and cool. Autumn crops in good condition, some being cut. First picking of cotton almost finished; second picking commenced. In Ellichpur sowing of spring crops almost completed. Present spring crops good. Fodder and water sufficient. Cattle healthy. Prices almost stationary.

HYDERABAD: No rain during week. Sowing of spring crops in progress. Harvesting of autumn crops continues. Lands are being prepared for hot-weather sowings. Prices:—wheat 9, coarse rice 9¼, white *juar* 15¾, yellow *juar* 18½, and *tur* 10 seers per current rupee.

Mysore and Coorg—*For week ending 14th December.*—MYSORE: Crops and prospects generally fair, but more rain is wanted especially in parts of the Mysore, Hassan, and Chitaldroog districts. Prices fallen in the Bangalore and risen in the Hassan district and parts of Mysore.

COORG: Rainfall *nil*. Rice crop ripening. Coffee-picking continues. Prices stationary. Fodder and water for cattle sufficient.

Central India.—*For week ending 14th December.*—Harvesting of autumn crops still continues in four Agencies and has been completed elsewhere. Outturn generally good. Spring sowings in progress in four Agencies and completed in Gwalior and Bundelkhand, where the winter rain still holds off. Condition of agricultural stock and pasturage good in all parts. No change in prices of food-grains. Weather cloudy and warm.

Rajputana.—*For week ending 14th December.*—Agricultural operations satisfactory. Standing crops good. Harvest prospects generally good. Cotton crops slightly damaged in Ajmere district by frost. Cattle in good condition. Pasturage or fodder sufficient. Prices steady in nine States, falling in three, rising in two, and fluctuating elsewhere.

Nepal.—*For week ending 8th December.*—Weather fine with passing clouds. Wheat and peas germinating.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

REVIEW OF THE ADMINISTRATION REPORT OF THE METEROLOGICAL DEPARTMENT FOR THE YEAR 1891-92.

Extract from the Proceedings of the Government of India, Revenue and Agricultural Department,—No. 59, dated Calcutta, the 9th December 1892.

Meteorology.

READ—

Letter from the Meteorological Reporter to the Government of India, No. 4410, dated 22nd October 1892, submitting the Annual Report on the Administration of the Meteorological Department for the year 1891-92.

RESOLUTION.

1. The number of observatories in charge of the Meteorological Department has increased from 154 in 1889-90 and 159 in 1890-91 to 165 in the year under report. Two old observatories—at Zanzibar and at Camorta in the Nicobars—resumed operations during the year, and two new stations were started at Tinnevelly and Bijapur.

2. During the present year sanction has been given for the establishment of fourteen more observatories, of which four or five will be in Upper Burma and seven or eight on the North-West Frontier and in Persia. The latter will be of especial value in connection with the storms to which the cold weather rains of Northern India and the snowfall of the Himalayas owe their existence. The seven new stations in Hyderabad and the new station at Srinagar in Kashmir, to which allusion was made in last year's review, commenced recording observations in the autumn of 1891. The opening in the spring of 1892 of the first class observatory at Bangalore has been followed up by the organization of a complete battery of stations for the Mysore State under the superintendence of a special department in charge of a skilled officer. This undertaking on the part of the Durbar is likely to be of considerable practical value in a part of the Deccan peculiarly liable to drought. The voluntary observatories continued to do good work, and the best acknowledgments of the Government of India are due to the observers at those stations.

3. Satisfactory progress has been made in supplying the Symons' gauge for ordinary rainfall observations in Madras, the North-Western Provinces, and Native States. The Local Governments and Administrations have also circulated the instructions prepared by the Meteorological Reporter for the fixing of the gauges, record of the rainfall, and inspection of gauge-stations. The degree of interest taken by District Officers in inspection work is, however, by no means uniformly satisfactory. As compared with the importance of securing a correct registration of rainfall, especially in insecure tracts, the time and trouble entailed by inspections are insignificant. The Government of India, therefore, trust that Provincial authorities will take measures, wherever this has not already been done, to ensure a regular and sufficinet inspection of gauge-stations by local officers, and the supply to the Meterological Reporter of a sufficient number of the duplicate reports, alluded to in paragraph 25 of his report, to enable him to judge of the efficiency with which the rainfall record is being maintained.

4. The tabulation and publication of rainfall data have received considerable attention during the year, and the acknowledgments of the Government of India are due to the Provincial Governments which have cordially responded to the proposals for publication of monthly statements of rainfall in forms suggested by the Meteorological Department. The year's results are now comprehended in a single volume showing a most complete and valuable record of rainfall over a large tropical area.

The Reporter has made an interesting comparison between the forecast of the rainfall of the south-west monsoon issued by him on June 6th, 1891, with the actual data subsequently obtained, from which it appears that the general character of the forecast was borne out by the results. His observations on the subject are repeated below—

"The delay in the establishment of the monsoon and the large deficiency in Rajputana were fully anticipated. The deficiency in Bengal was due to the great indraught to the sink in the North-Western Provinces and Central Provinces. This was not anticipated so fully as it might and probably would have been, if the indications of the existence of this sink had been stronger and more decided than they were when the forecast was drawn up, and if the accuracy of the barometric data employed were not occasionally very doubtful."

The Government of India are confident that the value of these forecasts will increase markedly from year to year as the data available become more numerous.

5. Flood-warnings continued to be furnished with useful results. A new departure, also, was made by the organization of an arrangement for the issue of weather warnings to troops in the field: and an experimental trial was given to the system during the Black Mountain expedition of April and May 1891 and the Cavalry Camp held at Aligarh in December 1891.

6. An unprecedented amount of valuable work was done in the collection of special storm observations and of marine data from ships' logs and the Government of India have recently sanctioned the publication of these in a suitable form. Record is given of 22 storms as against 10 in the previous year, and the arrangements for storm-warnings, which remain practically unaltered, have proved thoroughly efficient. The services rendered by the Telegraph Department in this connection are especially noted by Mr. Eliot and merit the best thanks of the Goverment of India.

Mr. Eliot has explained the circumstances attending the loss of the *Enterprise* and the *Coleroon* in the cyclone of November 1891, and his explanation renders it very doubtful whether, considering the course and suddenness of the storm, telegraphic communication with the Andamans would have prevented the disaster. It seems clear that no sensible increase in protection to the Port of Calcutta would be gained thereby—a much more desirable undertaking for this object being the construction of a cable from the Eastern Channel Lightship to Saugor Island. With reference to a suggestion from the Calcutta Chamber of Commerce, the Government of India have expressed their inability in the present state of the finances to entertain the proposal for the connection of Port Blair with the mainland by cable, which would have entailed an expenditure of over 15 lakhs of rupees.

7. The Government of India are glad to notice the efficiency of the inspections and the large number of instruments verified during the year. The actinometric observations at Simla and meteorological observations in forests respecting the influence of their growth on rainfall were satisfactorily continued. The Seismic experiments in Assam have again proved useless, and it is for consideration whether they should not now be dropped. The annual weather review has been abandoned for a monthly review which supplies information more promptly and at more suitable intervals; and the publications of the Department generally record a considerable amount of valuable work.

8. The thanks of the Government of India are again due to the Imperial Reporter, to his Assistants, and to the Provincial Reporters for the excellence which continues to characterize their work, as well as for the increased practical value which it assumes year by year under the guidance of Mr. Eliot.

ORDER.—Ordered, that the foregoing Resolution be forwarded for communication to the several Departments of the Government of India, to Local Governments and Administrations, to the Director General of Telegraphs, to the Surveyor General of India, to the Surgeon General with the Government of India, and to the Metrological Reporter to the Government of India.

Ordered also, that it be published in the Supplement to the *Gazette of India*

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXIV OF 1892-93

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS

N.B.—As regards the figures in column *Total Receipts from 1st April 1892* audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1891-92.	Week ending 5th December 1891.			Week ending 3rd December 1892.			Earnings from 1st April to 5th December 1891.	Earnings from 1st April to 3rd December 1892.	Increases in 1892-93	Decreases in 1892-93.
		Mean mileage worked	Earnings Total.	Earnings Per mile open per week.	Mean mileage worked	Earnings Total.	Earnings Per mile open per week.				
State lines worked by companies	R	Miles	R	R	Miles	R	R	R	R	R	R
Standard gauge—											
East Indian (a)	590	1,634	9,93,526	608	1,630	10,03,121	612	3,33,42,609	3,24,62,431		8,80,178
Bengal Nagpur	150	831	1,17,465	141	831	1,04,507	126	38,38,882	35,23,279		3,15,603
Indian Midland	127	752	1,20,461	160	752	98,217	131	31,03,652	31,82,515	78,863	...
Metre gauge—											
Rajputana-Malwa	253	1,672	4,42,511	265	1,674	4,12,000	246	1,40,44,926	1,42,29,336	1,84,410	.
South Indian	150	901	1,35,852	151	1,106	1,70,129	154	48,48,200	51,34,733	2,86,533	
Southern Mahratta	80	1,044	1,10,166	111	1,044	93,016	89	31,61,313	29,19,369		2,41,944
Bengal and North Western (b)	130	739	74,649	101	755	91,410	121	33,11,821	34,34,160	1,22,339	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	9,238	46	199	10,843	54	3,32,203	4,17,743	85,540	
TOTAL	250	7,772	20,09,868	259	8,000	19,83,243	248	6,59,53,606	6,53,03,566		6,50,040
State lines worked by the State											
Standard gauge—											
North Western (c)	264	2,395	7,25,059	303	2,511	5,01,439	200	2,25,55,786	1,63,70,026		61,85,760
Oudh and Rohilkhand	244	692	1,65,757	240	692	1,52,554	220	56,86,199	54,71,775	...	2,14,424
Eastern Bengal (including metre and 2' 6" gauges)	284	777	2,50,000	322	777	2,65,900	342	82,76,883	81,87,333		89,550
Bengal Central (d)	117	125	14,718	115	125	16,260	130	5,17,096	5,13,821	..	3,275
Metre gauge—											
Burma (e)	203	609	1,10,129	181	715	1,20,446	168	35,25,087	42,47,206	7,22,119	
Special gauges—											
Jorhat	47	28	1,2[illegible]8	46	28	1,481	53	45,955	48,936	2,981	
Cherra-Companyganj	44	8	402	50	8	533	67	11,702	10,966		736
TOTAL	251	4,634	12,67,393	273	4,856	10,58,643	218	4,06,18,714	3,48,50,669		57,68,045
Lines worked by guaranteed companies											
Standard gauge—											
Great Indian Peninsula (f)	572	1,492	8,96,815	601	1,490	8,19,119	550	2,85,77,452	2,43,49,607		42,27,845
Bombay, Baroda and Central India	530	461	2,91,035	631	461	2,52,000	547	93,04,151	93,25,357	20,906	..
Madras	2[illegible]0	840	1,65,301	197	840	1,02,414	122	63,62,572	61,74,695		1,87,877
TOTAL	408	2,793	13,53,211	485	2,791	11,73,533	420	4,42,44,505	3,98,49,719		43,14,780
TOTAL (GUARANTEED AND STATE)	2[illegible]	15,191	46,30,472	305	15,017	42,15,410	261	15,05,46,825	14,06,03,354		1,05,43,471
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	19,420	120	162	18,405	114	7,49,766	7,27,681		22,085
Tarakeshwar	258	22	4,9[illegible]	227	22	4,956	225	1,96,[illegible]19	1,90,9[illegible]3		5,[illegible]
Metre gauge—											
Rohilkhand Kumaun (Company's section)	114	67	5,109	76	67	4,756	71	2,83,871	3,17,527	33,656	...
Dibru Sadiya	125	78	9,143	117	78	13,441	172	3,17,[illegible]03	3,53,757	[illegible]	.
TOTAL	135	329	38,654	117	3[illegible]0	41,651	127	15,77,619	15,[illegible],988	[illegible]	
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	55,116	156	354	57,263	162	18,29,377	17,63,211		66,166
The Gackwar's Petlad	91	13	1,439	111	13	1,610	124	4[illegible],069	41,758		311
Metre gauge—											
Southern Mahratta (Mysore section)	86	307	25,736	84	311	34,407	111	9,[illegible]0,871	9,73,1[illegible]1	46,[illegible]60	...
The Gaekwar's Mehsana	50	93	6,583	71	93	4,840	52	1,36,052	1,66,[illegible]	30,440	..
Kolhápur	55	29	1,357	47	29	1,586	5	(g) 5[illegible],781	60,[illegible]4	5,033	
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,544	49	72	4,550	63	1,37,1[illegible]	1,60,121	2[illegible],932	...
TOTAL	107	868	93,775	108	872	1,04,316	120	31,24,333	31,65,585	41,244	..
Lines owned by native states and worked by state railway agency											
Standard gauge—											
Rajpura-Bhatinda	118	105	10,[illegible]87	102	105	8,899	85	4,30,934	3,21,068		1,09,866
Lines owned and worked by native states											
Metre gauge—											
Bhavnagar-Gondal-Junagarh-Porbandar	83	334	26,524	79	331	26,307	79	9,58,658	10,71,060	1,12,402	..
Jodhpur-Bickaneer	72	223	14,043	63	291	15,[illegible]00	54	4,24,543	[illegible]	1,30,[illegible]52	...
Special gauge—											
Morvi	63	94	5,603	60	94	6,0[illegible]3	64	2,18,6[illegible]9	[illegible]7 4		3,905
TOTAL	76	651	46,170	71	71[illegible]	48,250	67	16,01,[illegible]	19,00,[illegible]	2,[illegible]179	..
GRAND TOTAL	269	17,185	48,20,055	281	17,675	44,15,535	250	15,75,[illegible]37	14,64,[illegible]	.	1,06,00,5[illegible]

(a) Includes the Patna-Gya state railway.

(b) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.

(c) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.

(d) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.

(e) Includes the Mu Valley state railway.

(f) Includes the Wardha Coal, Dhond Manmad, Khamgaon, and Amráoti railways.

(g) Total receipts from 21st April to 5th December 1891.

F. B. HEBBERT, *M. Inst. C. E.*,
Under Secretary.

CALCUTTA,
The 16th December, 1892.

Printed and published for the GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, *Calcutta.*



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 52.} CALCUTTA, SATURDAY, DECEMBER 24, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

CONTENTS.

PART I.

Government of India Notifications, Appointments, Promotions, etc.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Calcutta, the 20th December, 1892.

No. 2320.—The Governor General in Council hereby notifies that on the following days during 1893, which are not declared * by the Government of Bengal to be "public holidays" under section 25 of the Negotiable Instruments Act, 1881, the Offices directly subordinate to the Government of India at Calcutta, with the exception of—

(1) the Office of Issue of the Paper Currency Department,

(2) the Office of the Comptroller and Auditor General,

shall be closed :—

* Notification No. 4769 (Mis.), dated 6th December, 1892.

I.—Muhammadan Holidays.

Idul-Fitr.—On the 18th April, or, if the moon be not visible on the 17th April, on the 19th April.

Iduz-Zuha.—On the 25th June (Sunday), or, if the moon be not visible on the 15th June, on the 26th June.

Muharram.—On July 23rd (Sunday) and 24th, or, if the moon be not visible on the 14th July, on the 24th and 25th July.

Fátiha-e-Duázdahum.—On the 23rd September, or, if the moon be not visible on the 11th September, on the 24th September (Sunday).

II.—Hindu Holidays.

Durga and Lakhi Pújas.—October 15th (Sunday), 16th, 21st, 22nd (Sunday), 23rd, and 26th.

III.—Other Holidays.

The second day following Christmas Day, 27th December.

The 22nd December, 1892.

No. 2340.—In accordance with the provisions of section 18, sub-section (1), of the Indian Explosives Act, IV of 1884, and with the directions contained in Home Department Notification No. 1964, dated 2nd September, 1887, the Governor General in Council is pleased to publish, for general information, the following draft rule which he proposes to substitute for the rule as to the fee to be charged for licenses to possess explosives, which was published in Home Department Notification No. 1989, dated the 25th July, 1888.

The draft will be taken into consideration on the expiry of two months from the date of this notification.

Draft Rule.

No fee shall be charged for licenses granted to contractors, cultivators or other persons to possess gunpowder, fuses or other explosives in reasonable quantities when the same are proved to the satisfaction of the officer granting the license to be required *bond fide*, in the case of licenses granted to contractors, for blasting purposes, and, in the case of licenses granted to cultivators or other persons, for blasting purposes in connection with agricultural works or works of public utility.

ESTABLISHMENTS.

The 22nd December, 1892.

No. 600.—Sir James B. Lyall, G.C.I.E., K.C.S.I., has been permitted to resign Her Majesty's Indian Civil Service, with effect from the 6th March, 1892.

MEDICAL.

The 22nd December, 1892.

No. 708.—The services of the undermentioned Medical Officers of the Madras Establishment are placed temporarily at the disposal of the Chief Commissioner of the Central Provinces :—

Surgeon-Captain P. C. H. Strickland.
Surgeon-Captain W. D. Sutherland.

POLICE.

The 21st December, 1892.

No. 648.—With effect from the 15th August, 1892, consequent on the death of Mr. E. W. D. Moffat, a District Superintendent of Police of the 4th class, the following appointments are made in the Police of the Hyderabad Assigned Districts :—

Mr. C. A. Fraser, an Assistant Superintendent of Police of the 1st grade, to be a District Superintendent of Police of the 4th class, but to continue, until further orders, to officiate as District Superintendent of Police of the 3rd class.

Mr. F. C. Crawford, an Assistant Superintendent of Police of the 2nd grade (seconded), to be an Assistant Superintendent of Police of the 1st grade.

Mr. J. T. B. D. Sewell, an Assistant Superintendent of Police of the 2nd grade, to be an Assistant Superintendent of Police of the 1st grade, *vice* Mr. F. C. Crawford seconded, but to continue, until further orders, to officiate as a District Superintendent of Police of the 4th class.

Mr. F. T. Coode, an Officiating Assistant Superintendent of Police, 2nd grade, to be an Assistant Superintendent of Police of the 2nd grade, and to officiate, until further orders as an Assistant Superintendent of Police of the 1st grade.

No. 652.—The services of Lieutenant F. J. Nelson, I.S.C., 4th Lancers, Hyderabad Contingent, an Assistant Commandant in the Upper Burma Military Police, are replaced at the disposal of the Military Department, with effect from this date.

ECCLESIASTICAL.

The 22nd December, 1892.

No. 330.—The services of the Reverend R. J. Langford, a Senior Chaplain on the Bengal Ecclesiastical Establishment, are placed at the disposal of the Government of the North-Western Provinces and Oudh, with effect from the 7th January, 1893, or the subsequent date on which he may be relieved of his duties as Chaplain of Nagpur.

No. 334.—The Reverend C. H. Barlow, a Junior Chaplain on the Bengal Ecclesiastical Establishment, is appointed to be Chaplain of Nagpur in the Central Provinces, with effect from the 26th December, 1892, or the subsequent date on which he may assume charge of his duties.

No. 337.—The services of the Reverend R. S. Wood, a Chaplain on probation on the Bengal Ecclesiastical Establishment, are placed at the disposal of the Government of Bengal, with effect from the afternoon of the 15th December, 1892, or the subsequent date on which he may assume charge of his duties.

C. J. LYALL,
Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 16th December, 1892.

No 2028-G—With reference to Foreign Department notification, No. 1249-G, dated the 13th July, 1892, Mr. C. D. Beenkeen, Vice-Consul for Sweden and Norway at Moulmein, resumed charge of his office on the 28th November, 1892.

No. 2031-G.—With reference to Foreign Department notification, No. 955-G., dated the 26th May, 1892, Mr. J. P. Caiopoulos, Acting Vice-Consul for Greece at Rangoon, resumed charge of his office on the 30th November, 1892.

The 17th December, 1892.

No. 2039-G.—The services of Captain G. E H. Cates, Indian Staff Corps are replaced at the disposal of the Government of Bombay, with effect from the date on which he may relinquish charge of his duties as officiating First Assistant to the Governor-General's Agent at Baroda.

The 19th December, 1892.

No. 2048-G.—M. J. Jouslain assumed temporary charge of the appointment of Consul for Belgium at Calcutta, from M. H. Helaers, on the 7th April, 1892.

The 21st December, 1892.

No. 2059-G.—The services of Captain E. E. Robertson, Indian Staff Corps, Squadron Com-

mander, 2nd Regiment, Central India Horse, are replaced, temporarily, at the disposal of the Military Department.

No. 2062-G.—Surgeon-Captain R. J. Baker, M.D., Indian Medical Service (Bombay), Resident Surgeon, European General Hospital, and Professor of Materia Medica and Pharmacy, Grant Medical College, Bombay, is appointed to be Residency Surgeon and *ex-officio* Assistant to the Political Resident in Turkish Arabia, with effect from the date of assuming charge, *vice* Brigade-Surgeon-Lieutenant-Colonel R. Bowman, Indian Medical Service (Bombay), whose services are replaced at the disposal of the Government of Bombay in the Military Department.

No 2065-G.—The services of Lieutenant B. C. Waterfield, Indian Staff Corps, are placed at the disposal of the Home Department, with effect from the date on which he may be relieved of boundary settlement duty in Central India.

No. 2069-G.—The services of the undermentioned officers are replaced at the disposal of the Military Department, with effect from the dates on which they may be struck off the strength of the regiments with which they have been officiating:—

Lieutenant A. G. W. Moore, Indian Staff Corps, Officiating Wing Officer and Adjutant, Deoli Irregular Force.

Lieutenant M. G. Young, Officiating Adjutant, Malwa Bhil Corps.

The 23rd December, 1892.

No. 2310-E.—The services of the undermentioned officers are replaced at the disposal of the Military Department, with effect from the 21st December, 1892:—

Captain H. G. C. Swayne, R. E., Madras Sappers and Miners.

Lieutenant E. J. C. Swayne, 16th Bengal Infantry.

H. M. DURAND,

Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 23rd December, 1892.

APPOINTMENTS.

ARMY STAFF.

No. 1195.—Colonel R. M. Jennings, General List Cavalry, Officiating Deputy Adjutant General, to be Deputy Adjutant General, Army Head Quarters. Dated 20th November, 1892.

HYDERABAD CONTINGENT.

2nd Infantry.

No. 1196.—Surgeon-Captain C. H. L. Palk Madras Medical Service, to be officiating Medical Officer, *vice* Surgeon-Major C. L. Swaine, M.D., who has been appointed to officiate as Sanitary Commissioner, Hyderabad Assigned Districts. Dated 10th December, 1892.

MILITARY ACCOUNTS DEPARTMENT.

No 1197.—Lieutenant T. A. Harrison, 25th Bombay Infantry, to be Assistant Military Accountant, 3rd class, on probation, *vice* Lieutenant C. F. Dobbie, who has reverted to Military duty, with effect from the 18th December, 1892.

STAFF CORPS.

No. 1198.—Lieutenant Reginald George Munn, Derbyshire Regiment, officiating Wing Officer, 36th Bengal Infantry, is admitted to the Indian Staff Corps from the 28th September, 1891, subject to confirmation by the Secretary of State for India.

No. 1199.—Lieutenant Maitland Fitz Roy Kindersley, Royal Scots Fusiliers, officiating Squadron Officer, 18th Bengal Lancers, having completed 18 months' probationary service, is admitted to the Indian Staff Corps from the 30th May, 1891, subject to confirmation by the Secretary of State for India.

No. 1200.—Second-Lieutenant George Elliot Reid, R.A., officiating Squadron Officer, 2nd Madras Lancers, having completed 18 months' probationary service, is admitted to the Indian Staff Corps from the 28th May, 1891, subject to confirmation by the Secretary of State for India.

Second-Lieutenant Reid will rank as Lieutenant in the Indian Staff Corps from the above date, subject to Her Majesty's approval.

FURLOUGH AND LEAVE.

No 1201.—The undermentioned officer and warrant officers are granted furlough out of India:—

Captain A. H. C. Birch, Royal Artillery, Commandant, No 8 Bengal Mountain Battery, (p. a) for one year, under rule IX of the regulations of 1868.

Conductor A. W Shepherd, Ordnance Department, Chief Clerk, Office of the Inspector General of Ordnance, Eastern Circle, Bengal, (m c) for one year, under rule I of the regulations of 1875.

Sub-Conductor J. W. Morrison, temporary Sub-Engineer, 3rd grade, Public Works Department, (m. c.) for one year, under rule VI of the regulations of 1875.

No. 1202.—The undermentioned officer is granted leave out of India under Art. 689, Army Regulations, India, Volume I, Part I.—

Lieutenant W. R. Robertson, 3rd Dragoon Guards, Paid Attaché, Intelligence Branch, Quarter Master General's Department, (p. a.) for six months.

No. 1203.—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps; the specified period to count from the date of being struck off duty:—

Colonel A. G. Hammond, V.C., C B, D S.O, Indian Staff Corps, Aide-de-Camp to the Queen, Commandant, Corps of Guides, for one year. Pension service—32nd year commenced 2nd September, 1892 This cancels the leave granted to him in G. G. O. No 1089 of 1892.

Major A. C. Bruce, Royal Engineers, Executive Engineer, 2nd grade, Military Works Department, for one year. Pension service—22nd year commenced 2nd August, 1892.

Captain J. F. Worlledge, Indian Staff Corps, Wing Commander, 36th Bengal Infantry, for one year. Pension service—19th year commenced 28th February, 1892.

Captain L. S. Peyton, Indian Staff Corps, Squadron Commander, 14th Bengal Lancers, for one year. Pension service—19th year commenced 13th June, 1892.

Captain G. F. Willes, Indian Staff Corps 15th Bengal Lancers Adjutant, Surma Valley Light Horse, for one year. Pension service—16th year commenced 22nd March, 1892.

Lieutenant E. de V. Wintle, Indian Staff Corps, Squadron Officer, 15th Bengal Lancers, for one year. Pension service—9th year commenced 6th February, 1892. This cancels the leave granted to him in G. G. O. No. 1150 of 1892.

Lieutenant P. B B. Forster, Indian Staff Corps, Wing Officer, 2nd Sikh Infantry, for one year. Pension service—7th year commenced 10th November, 1892.

No. 1204.—The undermentioned officer is granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:—

Lieutenant H. L. Goodenough, Indian Staff Corps, Bhopal Battalion, Assistant Political Agent, Manipur, for one year. Pension service—9th year commenced 23rd August, 1892.

No. 1205.—Major F. T. N. Spratt, Royal Engineers, Executive Engineer, 1st grade, Military Works Department, has been granted by the Secretary of State for India leave out of India (m. c) for three months under the leave rules for the Staff Corps, with effect from the 11th October, 1892. Pension service—24th year commenced 13th January, 1892.

No. 1206—The undermentioned officer is granted leave to proceed out of India on medical certificate under Article 920-F. Army Regulations, India, Vol. I, Part I; the leave to have effect in India from the date of being struck off duty till the date of sailing; the specified period to count from the date of leaving India:—

Captain J. H. Smith, Deputy Commissary, Ordnance Department, for one year.

FURLOUGH AND LEAVE.

No. 1207.—Mr. G. J. Davis, Deputy Examiner, 1st grade, Military Accounts Department, Western Circle, Bengal, is granted leave out of India, (p a) for six months under Art. 370, Civil Service Regulations.

No. 1208.—Mr. L. C. Witkonsky, Deputy Examiner, 2nd grade Military Accounts Department, is granted leave out of India (m.c.) for one year, under Art. 369, Civil Service Regulations.

No. 1209.—The undermentioned officers have been granted extensions of furlough or leave by the Right Hon'ble the Secretary of State for India:—

Major F. G. Vivian, Indian Staff Corps, Wing Commander and 2nd-in-Command, 38th Bengal Infantry, (p. a.) for fourteen days.

Lieutenant H. Prentice, Royal Engineers, Assistant Engineer, 1st grade, Public Works Department, (m. c.) for three months.

Surgeon-Lieutenant-Colonel E. Palmer, 9th Bengal Lancers, (m. c.) for two months.

LONDON GAZETTE.

No. 1210.—The following extracts are published for general information.—

"London Gazette" dated the 29th November, 1892, page 7005.

WAR OFFICE, PALL MALL,
29th November, 1892.

* * * * *

MEMORANDA.

* * * * *

The promotions to the rank of Lieutenant of the undermentioned Second Lieutenants are cancelled, those officers having been transferred to the Indian Staff Corps with anterior dates:—

L. A. G. Hanmer, the Duke of Wellington's (West Riding Regiment).

C. A. Roosmale Cocq, the Leicestershire Regiment.

S. G. Knox, the Duke of Edinburgh's (Wiltshire Regiment).

E. W. Grimshaw, the Royal Dublin Fusiliers.

Deputy Commissary and Honorary Lieutenant Michael Dowling, Bombay Establishment, is granted the honorary rank of Captain. Dated 3rd April, 1892.

The undermentioned Deputy Assistant Commissaries are granted the honorary rank of Lieutenant:—

Albert Banks, Bombay Establishment. Dated 3rd April, 1892.

Thomas Chapman, Bengal Establishment. Dated 9th July, 1892.

James Lacey, Bombay Establishment. Dated 1st September, 1892.

John William Evans Bombay Establishment. Dated st September 1892.

John Cullen, Bombay Establishment. Dated 1st September, 1892.

PROMOTIONS.

No. 1211.—The following promotions are made, subject to Her Majesty's approval.—

INDIAN STAFF CORPS.

To be Majors—21st December, 1892.

Captain and Brevet Lieutenant-Colonel Algernon George Arnold Durand, C.B.

Captain Richard Charles Graham Mayne.

COLONEL'S ALLOWANCE.

No. 1212.—Colonel Edmund Faunce, C.B., Indian Staff Corps, is admitted to the Colonel's allowance, with effect from the 20th December, 1892.

SUBORDINATE MEDICAL DEPARTMENT.

No. 1213.—Second grade Senior Apothecary Joseph Holmes (ranking as Honorary Lieutenant) to be first grade Senior Apothecary, subject to Her Majesty's approval;

First grade Apothecary Charles Pierce to be second grade Senior Apothecary and to rank as Honorary Lieutenant, subject to Her Majesty's approval;

First grade Assistant Apothecary James Johnstone to be second grade Apothecary;

Sub-Assistant Apothecary William Joseph Key Stone to be second grade Assistant Apothecary;

with effect from 22nd October, 1892, *vice* first grade Senior Apothecary Samuel Bond, superannuated.

No. 1214.—Sub Assistant Apothecary Percival Beatson Mills to be second grade Assistant Apothecary, with effect from 25th October 1892, *vice* second grade Assistant Apothecary Francis Cameron, deceased.

PUNJAB FRONTIER FORCE.

No. 1215.—*No. 2 (Derajat) Mountain Battery*—

Havildar-Major Bhup Singh to be Jemadar, *vice* Wazir Singh, promoted Subadar in the Punjab Garrison Battery, with effect from the 1st July, 1892.

VOLUNTEER CORPS.

PROMOTIONS.

No. 1216.—*Calcutta Naval Volunteers*—

Mr. Vincent Richard Carberry to be Engineer, *vice* Lynch, resigned.

No. 1217.—*1st Battalion, Calcutta Volunteer Rifle Corps*—

Mr. William George James Smith to be Second-Lieutenant, *vice* O'Sullivan, promoted.

No. 1218.—*Burma State Railway Volunteer Corps*—

Major William Innes to be Lieutenant-Colonel Commandant, *vice* Rigg, transferred to the supernumerary list.

RESIGNATIONS.

No. 1219.—*Calcutta Naval Volunteers*—

Engineers Sydney Lynch and Alexander McGregor resign their commissions

No. 1220.—*Northern Bengal Mounted Rifles*—

Captain C. H. Beatson resigns his commission.

RETIREMENTS.

No 1221.—*Oudh Volunteer Rifle Corps*—

Lieutenant Matthew Rutland Joyce, Quartermaster, resigns his commission, and is granted, on retirement, the honorary rank of Captain, with permission to wear the uniform of the corps.

TRANSFERS.

No. 1222.—Captain W. A. B. Dennys, 26th Bengal Infantry, Adjutant of the Agra Volunteer Rifle Corps, is transferred in the same capacity to the 2nd Adminstrative Battalion, North-Western Provinces Volunteers, *vice* Captain Maxwell, whose tenure of the appointment has expired

MARINE DEPARTMENT.

FURLOUGH AND LEAVE.

No. 67.—Sub-Lieutenant A. R. S Warden, R. I. M., has been permitted to proceed to England on medical certificate for 12 months, under the leave rules contained in Marine Circular No. 7, dated the 26th April, 1892, embarking on the 28th November, 1892.

E. H. H. COLLEN,

Secretary to the Government of India.

MILITARY DEPARTMENT.

NOTIFICATION.

Calcutta, the 23rd December, 1892.

Statement of Deposits on account of Estates between the 10th and the 23rd December, 1892.

On whose account.	Rank	Corps.	Date of decease.	Testate or intestate	Total unclaimed amount deposited.	Amount paid in India.	Date to which claims will be received.
					R a. p.		
Hubert Aloysius Michael Tighe (a).	Lieutenant	29th Bengal Infantry.	2nd September, 1892.	Intestate	235 7 10	..	22nd February, 1892.

(a) *Next-of-kin*—

Mother Mrs. Tighe.

Address—39, Hova Villas, Brighton.

E. H. H. COLLEN,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

ACCOUNTS AND FINANCE.

ESTIMATES AND ACCOUNTS.

Calcutta, the 19th December, 1892.

No. 5109-A.—*Monthly Preliminary Statement of Receipts and Payments at Civil Treasuries in India.*

November, 1892 [Lakhs of Rupees.

[For the explanation of these heads, see *Gazette of India*, dated 22nd December, 1883, Part I, page 497.]	In November 1892-93.	In November 1891-92	To end of November 1892-93.	To end of November 1891-92.	Whole Year. Budget, 1892-93.	Whole Year. Actuals, Preliminary, 1891-92
Civil Revenue.						
Land Revenue (including Land Revenue due to Irrigation)	86	74	10,35	10,05	25,38	24,63
Opium	62	70	5,64	5,38	7,64	8,01
Salt	92	77	5,74	5,71	8,55	8,64
Stamps	38	32	21	2,79	4,23	4,27
Excise	39	37	3,34	3,31	5,10	5,11
Provincial Rates	24	20	1,82	1,72	3,62	3,53
Customs	10	8	89	97	1,69	1,70
Assessed Taxes	15	13	1,10	1,11	1,53	1,53
Forest (Madras and Bombay only)	3	3	23	24	54	48
Registration	3	3	29	27	39	40
Tributes from Native States	3	3	31	31	76	78
Other Civil Revenue	28	29	2,24	2,20	3,69	3,47
TOTAL CIVIL REVENUE DIRECTLY BROUGHT TO ACCOUNT: GROSS	4,03	3,69	34,86	34,06	63,12	62,55
Civil Expenditure.						
Interest on Ordinary Debt and that on Railways and Irrigation Works	— 57	— 55	— 2,94	— 3,03	— 4,16	— 4,15
Opium	— 2	— 2	— 1,44	— 1,69	— 2,23	— 1,86
Other Civil Expenditure	— 1,79	— 1,72	— 14,83	— 14,65	— 24,70	— 23,57
TOTAL CIVIL EXPENDITURE DIRECTLY BROUGHT TO ACCOUNT: GROSS	— 2,38	— 2,29	— 19,21	— 19,37	— 31,15	— 29,58
Receipts into Civil Treasuries from, and issues from those Treasuries to, the following Non-Civil Departments.						
[The figures comprising Revenue, Expenditure, and Debt and Remittance transactions.]						
Post Office (Net: + Receipts more, — Receipts less, than issues)	+ 6	+ 5	+ 68	+ 57	+ 81	+ 68
Forest, Marine (Net as above)	+ 4	+ 3	+ 22	+ 9	+ 18	+ 23
Guaranteed and Subsidized Railways (Net as above)	+ 30	+ 34	+ 2,51	+ 2,89	+ 3,97	+ 4,53
Do Repayment of surplus profits, etc.	— 7	— 8	— 56	— 74	— 59	— 77
Military Receipts	+ 3	+ 7	+ 47	+ 49	+ 73	+ 80
Military Issues	— 1,32	— 1,21	— 9,69	— 9,70	— 14,45	— 15,08
Telegraph Receipts	+ 6	+ 6	+ 46	+ 43	} — 1	+ 70
Do. Issues	— 6	— 6	— 44	— 42		— 66
Public Works Department—						
State Railways Receipts	+ 96	+ 94	+ 6,76	+ 7,34	} — 81	+ 11,36
" " Issues	— 60	— 64	— 5,76	— 5,49		— 8,81
East Indian Railway Receipts	+ 38	+ 35	+ 2,84	+ 2,88		+ 4,36
" " " Issues	— 11	— 11	— 98	— 92		— 1,44
Ordinary Branches Receipts	+ 10	+ 11	+ 1,43	+ 1,41		+ 2,39
" " Issues	— 50	— 58	— 4,52	— 5,00		— 8,40
TOTAL NON-CIVIL DEPARTMENTS	— 73	— 73	— 6,58	— 6,17	— 10,17	— 10,11
Civil Debt and Remittance Transactions.						
Permanent Debt and Special Loans (Net: + Receipts more, — Receipts less, than payments)	+ 25	...	+ 25	— 5	+ 25	— 5
Mint Certificates and Bullion Advances (Net as above)	— 5	— 3	— 24	— 18	...	+ 14
Exchange on Remittance Accounts	— 59	— 29	— 5,96	— 3,88	— 7,93	— 6,26
Council Bills paid (including Telegraphic) at ₹10 per £	— 1,75	— 75	— 10,92	— 11,71	— 17,30	— 16,96
Other Debt heads (Net as above)	+ 8	— 3	— 42	— 57	— 27	— 32
TOTAL DEBT AND REMITTANCE TRANSACTIONS	— 2,06	— 1,10	— 17,29	— 16,39	— 25,25	— 23,45
GRAND TOTAL RECEIPTS AND ISSUES	— 1,14	— 43	— 8,22	— 7,87	— 3,45	— 59
Opening Cash Balance in Treasuries and Presidency Banks	10,21	10,44	17,29	17,88	16,75	17,88
Closing Cash Balance in Treasuries and Presidency Banks	9,07	10,01	9,07	10,01	13,30	17,29

LEAVE AND APPOINTMENTS.

The 21st December, 1892.

No. 5126-P.—Mr. F. D. Gordon, Probationer Class VII, Financial Department, at present attached to the Office of the Comptroller, Central Provinces, is granted privilege leave for one month, with effect from the 3rd January, 1893.

The 23rd December, 1892.

No. 5167-P.—Surgeon-Captain A. Milne (Bombay Medical Service), Officiating Deputy Assay Master, is confirmed in that appointment, with effect from the 11th November, 1892.

STATISTICS AND COMMERCE.

CUSTOMS.

The 17th December, 1892.

No. 289-S.—In exercise of the powers conferred by Section 19 of the Sea Customs Act (VIII of 1878), the Governor-General in Council is pleased to prohibit the bringing of petroleum into the Bombay Presidency, whether by sea or land, unless such petroleum

(1) has been certified to be not dangerous by a Testing Officer appointed by a Local Government under Section 9 of the Petrleum Act (XII of 1886), and

(2) has paid the import duty specified in Schedule II of the Indian Tariff Act (XI of 1882) as amended by Act II of 1888.

STEPHEN JACOB,

Offg. Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 17th December, 1892.

No 447.—Mr. T. P. Farrell, Accountant, 1st grade, attached to the Office of the Examiner of Public Works Accounts, Burma, is granted the honorary rank of Assistant Examiner of Accounts.

The 19th December, 1892.

No. 449.—The following promotions and reversions are ordered in the Superior Accounts Branch —

Names.	From	To	With effect from
Wright, T. H.	Deputy Examiner, 1st grade.	Examiner, 4th class, 3rd grade, s. p. t.	14th November, 1892
Mungal Sain, Rai Sahib	Deputy Examiner, 2nd grade	Deputy Examiner, 1st grade, s. p. t.	17th November, 1892.
Godfrey, F. E.	Examiner, 4th class, 1st grade	Examiner, 3rd class, *temporary*.	20th November, 1892.
Carey, Lieutenant-Colonel H. R. LeM. I. S. C.	Examiner, 3rd class, *temporary*	Examiner, 4th class, 1st grade	2[illegible]th November, 1892.
Eicke, F. W.	Examiner, 4th class, 3rd grade, *temporary*	Deputy Examiner, 1st grade	29th November, 1892.
Sweet, G. W.	Deputy Examiner, 1st grade	Examiner, 4th class, 3rd grade, s. p. t.	5th December, 1892.
Le Maistre, G. H.	Examiner, 4th class, 3rd grade, s. p. t.	Examiner, 4th class, 3rd grade, *temporary*	5th December, 1892
Lund, E.	Examiner, 4th class, 3rd grade, *temporary*.	Deputy Examiner, 1st grade	5th December, 1892.

The 20th December, 1892.

No. 450.—Mr. F. Goodwin is promoted from class II, grade 2, to class II, grade 1, of the Superior Revenue Establishment of State Railways, Locomotive Department, with effect from the 1st April, 1892.

No. 451.—Mr. M. Leslie, Executive Engineer, 2nd grade, Central Provinces, is, on return from furlough, transferred to Coorg.

No. 452.—Mr. G. J. Perram Executive Engineer, 1st grade, Coorg, is transferred to Burma.

The 21st December, 1892.

No. 453—Mr. F. V. Tayler, Assistant Engineer, 1st grade, State Railways, is transferred from the Establishment under the Government of Madras to that under the Director-General of Railways for employment on the Cuttack-Midnapur-Calcutta Railway Survey.

The 23rd December, 1892.

No. 454—Mr T F Ivens, Superintending Engineer, 3rd class, *temporary rank*, Punjab, is permanently promoted to that class, with effect from the 30th October, 1892.

No 455.—The following is published for general information :—

No. 0011 R. T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY TRAFFIC

Calcutta, the 21st December, 1892

General rules for railways under construction.

Read—

Sections 3 (4), 16 (2), 47 and 148(1) of the Indian Railways Act (IX of 1890).

Public Works Department notification No. 480½, dated the 30th October 1890, publishing, in the *Gazette of India*, dated the 8th November 1890, the Government of India Resolution No 736-R I, dated 17th October 1890, and the general rules for working railways under construction and not open for traffic, which were framed by the Railway Conference of 1888 and recorded in Appendix M of its proceedings, with rules 7, 16 and 25 as modified in the memorandum accompanying the Government of India letter No 233-R T., dated the 12th June 1890.

Letter from the Consulting Engineer to the Government of India for Railways, Calcutta, No 2706, dated the 30th November 1892, forwarding letter from the Agent, East Indian railway, No. 806 G., dated the 25th November 1892.

OBSERVATIONS.—The Agent of the East Indian railway has applied for leave to adopt on the Jherriah and Toposi extensions, respectively, of the East Indian railway, the general rules for working railways under construction and not used for the public carriage of passengers, animals or goods, which rules were published in the *Gazette of India* of the 8th November 1890, under Public Works Department notification No. 480½, dated the 30th October 1890.

RESOLUTION.—The Governor General in Council is pleased to sanction the application of the 'General Rules for working railways under construction and not used for public carriage of passengers, animals or goods,' which were published under the notification referred to in the foregoing Observations to such portion or portions of the Jherriah and of the Toposi extensions respectively of the East Indian railway as may be at the time under construction, and not open for the public carriage of passengers, animals or goods.

ORDER.—Ordered, that the general rules, which have already been published in the *Gazette of India*, dated the 8th November 1890, be further notified to the railway servants and to the public by a copy thereof being kept open to inspection, free of any charge, in the Office of the Engineer in charge of the construction of the railway.

Ordered also, that this Resolution be communicated to the Consulting Engineer to the Government of India for Railways, Calcutta, for information and guidance, and that it be published under a notification in Part I of the *Gazette of India.*

F. B. HEBBERT, *M. Inst., C.E.,*

Under Secretary.

No. 456.—Colonel W. A. J. Wallace, C.I.E., R.E., on furlough, vacated his appointment of Manager, North Western Railway, under Article 718 of the Civil Service Regulations, with effect from the 12th October, 1892.

No. 457.—With reference to Notification No. 456, dated 23rd December, 1892, Lieutenant-Colonel G. F. O. Boughey, R.E., Officiating Manager, North Western Railway, is confirmed in that appointment, with effect from the 12th October, 1892.

No. 458.—Mr. S. Finney, class I, grade 1, temporary rank, of the Superior Revenue Establishment of State Railways, Officiating Manager, Eastern Bengal State Railway, is confirmed in that appointment, and promoted permanently to class I, grade 1, with effect from the 12th October, 1892.

No. 459.—The following promotion and reversion is ordered with effect from the 7th November, 1892 :—

Mr. H. M. J. Bacon, Assistant Engineer, 1st grade to Executive Engineer, 4th grade, sub. *pro tem.*

Mr. W. R. Foy, Executive Engineer, 4th grade, sub. *pro tem.*, to Executive Engineer, 4th grade, *temporary rank.*

No. 460.—Mr. A. R. Becher is appointed Deputy Accountant General for inspection duty, but will continue to officiate as Deputy Accountant General and Under-Secretary to the Government of India, Public Works Department.

Mr. F. E. Godfrey, Examiner of Accounts, is appointed to officiate as Deputy Accountant General for inspection duty.

TELEGRAPH.

The 17th December, 1892.

No. 448.—Mr. C. S. James, Superintendent, Class V, 2nd grade, *temporary rank*, Indian Telegraph Department, reverted to his substantive appointment of Assistant Superintendent, Class VI, 1st grade, with effect from the forenoon of 5th December, 1892, consequent on Mr. E. A. Leach, Assistant Superintendent, Class VI, 1st grade, having returned from furlough and assumed charge of the Indore Division on that date.

F. L. O'CALLAGHAN,
Secretary to the Government of India.



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 24, 1892.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

Revised rates from 1st January, 1887.

	Per annum. R	a.	p.
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Rules and Notifications issued under Legislative Acts, and having the force of law, may be obtained separately at per page, 2 pice.

By order of Government, all subscriptions must be paid *in advance*.

Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,

Publisher, Gazette of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 21st December 1892.

NOTIFICATIONS.

No. 3470P.—APPLICATIONS in respect of the under-mentioned inventions have been filed, during the week ending the 17th December 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No. 316 of 1892.—Thomas Dowling, Mechanic, of No. 20, Sooterkin's Lane, Calcutta, for "a Hydraulic Automatic Engine and Prime Mover combined."

No. 317 of 1892.—Edward Charles Ryland, Assistant District Superintendent of the Bengal Police, for "a Handcuff."

No. 318 of 1892.—Julius Evinof, of the Australia Hotel, Castlereagh Street, Sydney, in the Colony of New South Wales, Doctor of Medicine, for "Improved means for Locking Nuts on Bolts."

No. 319 of 1892.—Augustine Cooke, Tea Planter, of Ranchi, Chota Nagpore, for "Improvements in appliance for the treatment of and pressing green tea leaf prior to the process known as 'firing'."

No. 320 of 1892.—Silvanus Phillips Thomson, Doctor of Science, of the Technical College, Finsbury, London, England, for "improvements in means for use in or in connection with the conveyance of varying electric impulses applicable to electric signalling for telegraphic, telephonic, or other purposes."

No. 321 of 1892.—Sigmund Adolf Rosenthal, Electrician, and Villeroy Corney Doubleday, Accountant, both of 27 Walbrook, in the City of London, in England, for "Improvements in secondary Batteries."

No. 3471P.—SPECIFICATIONS of the under-mentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of

one Rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 111 of 1892.—Harry Parkhurst Clark, gentleman, of No. 249, Madison Avenue, New York, United States of America, for "vapour burners or plumbers, torches." (Filed 10th December 1892.)

No. 140 of 1892.—Eduard Luhmann, Chemist, of Andernach on the Rhine, Germany, for "improvements in process of extraction of carbonic acid gas from bicarbonates." (Filed 12th December 1892.)

No. 185 of 1892.—Daniel Whitney Houghton, Merchant and Importer, of No. 31, Elphinstone Circle, in the City of Bombay, India, for "a dessicating box or chest for the preservation of wearing apparel or other articles of value from damp or atmospheric deterioration." (Filed 13th December 1892.)

No. 202 of 1892.—William Henry, Electrician, residing at No. 277, Sherman Street, in the City of Detroit, County of Wayne and State of Michigan, United States of America, for "electrical generator." (Filed 9th December 1892.)

No. 216 of 1892.—Bruce Green, of No. 57 Chancery Lane, in the County of Middlesex, England, Gentleman, for "improvements in or connected with coin-freed or coin-operated sight-testing apparatus." (Filed 12th December 1892.)

No. 245 of 1892.—John Armstrong Chanler, of New York, United States of America, Lawyer, for "improvements in pavements." (Filed 12th December 1892.)

No. 3472P.—THE under-mentioned designs have been registered, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies of the designs have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every design is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government, Place West, Calcutta, upon payment of a fee of one Rupee:—

No. 66 of 1892.—Beier and Katz, Merchants, of Bombay, No. 1, Dalal Street, for "a design representing a silk flower woven on silk ground to be applicable on cotton, cotton mixed and other kinds of tissues."

No. 67 of 1892.—
" 68 "
" 69 "
" 70 "
" 71 "
" 72 "
" 73 "
} Volkart Brothers, Bombay, for "designs consisting of fancy flowered style embroidered with silk, cotton and/or gold thread on cotton, half silk and/or silk grenadine, muslin and/or gauze ground."

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 20th December, 1892.

LIABILITIES				R	a	p
Capital paid up				2,00,00,000	0	0
Reserve Fund				48,00,000	0	0
	R	a	p			
Public Deposits at Head Office	62,60,662	15	5	1,16,14,585	15	2
Public Deposits at Branches	53,53,922	15	9			
Other Deposits at Head Office and Branches				5,92,83,902	5	3
Bank Post Bills, etc.				2,34,633	8	3
Sundries				32,77,282	4	3
RUPEES				9,92,10,404	0	11

ASSETS.				R	a.	p.
Government Securities				57,21,860	0	0
Other authorized Investments				66,67,852	4	0
Loans on Government and other authorized Securities				93,25,996	7	2
Accounts of Credit on Government and other authorized Securities				89,48,733	14	2
Bills discounted and purchased				2,44,61,151	5	1
Balances with other Banks				9,69,478	5	6
Bullion				1,148	10	6
Dead Stock				12,37,869	14	10
Stamps				10,071	12	2
Sundries				18,05,918	9	6
				5,96,50,081	2	11
	R	a	p			
Cash and Currency Notes at Head Office	1,32,24,164	14	4	3,95,60,322	14	0
Cash and Currency Notes at Branches	2,63,36,157	15	8			
RUPEES				9,92,10,404	0	11

BANK OF BENGAL,
Calcutta, the 22nd December, 1892.

E. J BIRCH,
Offg. Chief Accountant.

By Order of the Directors,
W. D. CRUICKSHANK,
Secretary and Treasurer.

Rate for Demand Loans 4 per cent
Percentage 53 2

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 21st December, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 14th December, 1892	34,57,109	
Value of Government silver in the Mint on the same date	28,08,560	62,65,669
ADD—		
Silver received by the Mint during the week on account of the Currency Department	1,70,007	
Ditto ditto Government	11,303	1,81,310
		64,46,979
DEDUCT—		
New coin paid to Reserve Treasury during the week	4,00,000	
Petty items issued for miscellaneous purposes	...	4,00,000
Balance on the evening of the 21st December, 1892	...	60,46,979
The Balance comprises—		
Silver held in account of the Currency Department	32,34,472	
Ditto ditto Government	28,12,507	60,46,979
There is in addition awaiting assay—		
Bullion belonging to Private Individuals	...	
Ditto ditto Government	..	...

A. W. BAIRD, *Lieut.-Col., R.E.,*
Master of the Mint.

CALCUTTA MINT,
The 22nd December, 1892.

TELEGRAPH DEPARTMENT.

NOTIFICATION

Calcutta, the 21st December, 1892.

No 28.—The following temporary promotions in the Superior Establishment of the Indian Telegraph Department are sanctioned, with effect from the dates specified against each:—

Names	From	To	Dates.
J. Y Shakespear	Asst. Supdt, class VII, 2nd grade	Asst Supdt, class VI, 2nd grade	1st Oct, 1892, to 4th Dec, 1892, inclusive.
C. B. Williams	Asst Supdt, class VII, 2nd grade	Asst Supdt, class VI, 2nd grade.	1st Oct, 1892, to 30th Nov., 1892, inclusive.

W. R. BROOKE,
Director-General of Telegraphs.

SURVEY OF INDIA DEPARTMENT.

NOTIFICATION

Calcutta, the 20th December, 1892.

No. 953.—The following probationary Sub-Assistant Superintendents, 3rd grade, are con-

firmed in their appointments, with effect from the dates specified against their names:—

Mr. H. W. Biggie	21st November, 1892.
Munshi Aulad Hussein	13th November, 1892.
" Rahmatulla	13th November, 1892.
Mr. J. O. Greiff	13th November, 1892.
Babu Nilmoni Chatterjee	23rd November, 1892.
Mr. H. B. Powell	22nd November, 1892.
" J. A. Freeman	23rd November, 1892.
" O C. Ollenbach	23rd November, 1892
" M F. Berkeley	17th November, 1892.
" H. H. B. Hanby	25th November, 1892.
" P. K. Vaughan	23rd November, 1892

H. R. THUILLIER, *Colonel, R.E.*,
Surveyor-General of India.

AGENT TO THE GOVR.-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATION

Quetta, the 15th December, 1892.

No. 7852.—Mr. H. S. Barnes, Indian Civil Service, Revenue Commissioner in Baluchistan, availed himself, on the afternoon of the 8th December, 1892, of the three months' privilege leave granted to him in the Government of India, Foreign Department's Notification No. 1869-G., dated the 9th November.

By Order,
W. STRATTON, *Captain*,
First Assistant.

CHIEF COMMISSIONER IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 14th December, 1892

No. 7811.—In exercise of the powers conferred by Section 6 (*b*) of the British Baluchistan Civil Justice Regulation, 1890, the Chief Commissioner in Baluchistan is pleased to invest Lalla Udho Dass, Munsiff of Sibi, with power to try original suits of which the subject-matter in any case does not exceed one thousand rupees.

By Order,
P. T. SPENCE, *Lieut.*,
Second Assistant

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATION.

Abu, the 10th December, 1892.

No. 3-92—675.—Under Section 6 of the Diwan's Estate Regulation, 1887, the Chief Commissioner of Ajmere-Merwara, with the previous sanction of the Governor-General in Council, is pleased to appoint, with effect from the forenoon of the 16th November, 1892, Captain P. J. Melvill, Assistant Commissioner, Ajmere, to be the Agent to administer, on behalf of the Government, the property vested in Her Majesty under the said Regulation.

By Order,
L. S. NEWMARCH, *Captain*,
First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara

THE RESIDENT IN MYSORE.

NOTIFICATION.

Bangalore, the 17th December, 1892.

No. 4088—224-*A*.-85.—Whereas by the Notification of the Government of India in the Foreign Department No. 2252-I, dated the 7th August, 1883, the Indian Christian Marriage Act, 1872, was with certain modifications declared to apply to the Civil and Military Station of Bangalore, so far as regards marriages between persons, one of whom is a Native Christian subject of Mysore, and neither of whom is a Christian British subject.

In exercise of the powers conferred by sections 7 and 9 respectively of the Act, the Resident in Mysore is pleased—

(*a*) to appoint the Reverend Ernest William Redfern of the Wesleyan Mission as marriage registrar for the territories included in the Civil and Military Station of Bangalore; and

(*b*) to license the said Reverend Ernest William Redfern to grant certificates of marriage within the territories included in the Civil and Military Station of Bangalore between Native Christians, one of whom is a Native Christian subject of Mysore, and neither of whom is a Christian subject of Her Majesty.

By Order,
C. W. RAVENSHAW,
First Asst. Resident.

NORTH WESTERN RAILWAY.

NOTIFICATION.

Lahore, the 17th December, 1892.

No. 10.—Mr. R. F. Coppin, Executive Engineer, 4th grade, is granted leave on medical certificate, under Article 369 of the Civil Service Regulations, for 12 months, with effect from 5th November, 1892.

G. F. O. BOUGHEY, *Lieut.-Col., R E.*,
Offg. Manager, N. W. Railway.

DIRECTOR-GENERAL OF RAILWAYS.

NOTIFICATIONS.

Calcutta, the 21st December, 1892.

No. 65.—Mr. G. T. St. A. Nixon, Assistant Engineer, 1st grade, is transferred from the Mandalay-Kunlon Railway Survey to the Lucknow-Rae Bareli-Benares Railway.

No. 66.—With reference to Government of India, Public Works Department, Notification No. 368 of the 20th October 1892, Mr. C. Hitchcock, Assistant Locomotive Superintendent, class III, grade 3, of the Superior Revenue Establishment of State Railways, officiated in class II of that Establishment as District Locomotive Superintendent, North Western Railway, *vice* Mr. F. J. Ivens.

R. A. SARGEAUNT, *Lieut.-Col., R.E.*,
Director-General.

CURRENCY NOTES.

The following Currency Notes are stated to have been destroyed, and payment of their value has been claimed by the person whose name is placed against the numbers; any other person claiming a right to them, is warned to communicate at once with the undersigned :—

Lahore Circle.

NOTES WHOLLY LOST OR DESTROYED.

Regr. No.	No. of Notes.	Value. R	Name of Claimant
W. 59 (1892-93).	F 41—12786	100	Major J. C. Shirres, Royal Artillery, No. 8 Mountain Battery, West Ridge, Rawalpindi.
	L 35—71080	20	
	" 97451	20	
	" 79680	20	
	" 79681	20	
	" 83229	20	
	E 37—53432	10	
	" 53430	10	
	" 53433	10	
	" 53447	10	
	" 53429	10	
	" 53434	10	
	" 29601	10	
	E 11—13723	5	
	" 80889	5	

RIVERS HOWE,
Currency Officer.

PAPER CURRENCY OFFICE,
LAHORE,
The 17th December, 1892.

POSTAL NOTICE.

As Christmas Day falls this year (1892) on Sunday, Monday, the 26th, will be kept as a Post Office holiday in all Post Offices. The deliveries and other Postal business will be conducted as on Sundays.

H. M. KISCH,
Post Master General,
Bengal.

POST MASTER GENERAL'S OFFICE,
BENGAL,
Calcutta, the 20th December, 1892.

POST OFFICE.

NOTIFICATIONS.

Calcutta, the 16th December, 1892.

No. 11899.—Mr. J. L. Fendall, Superintendent of Post Offices, 1st grade, is granted privilege leave for 3 months from the 15th November, 1892, and the following acting appointments are made during his absence, or until further orders :—

Mr. W. E Douglas, Superintendent of Post Offices, 2nd grade, to act in the 1st grade.

Mr A C W Lemarchand, Superintendent of Post Offices, 3rd grade, to act in the 2nd grade

Lala Mulraj, Superintendent of Post Offices, 4th grade, to act in the 3rd grade.

A. U. FANSHAWE,
Dir.-Genl. of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 20th December, 1892.

Adams & Co.
Arndt, Wm.
Campbell Angus & Co.
Carman, Dr. G W.
Chrestein, F. F., & Co.
Comyn & Co.
Croft & Co
Ebbott, John.
Foucher, Miss Flora.
Halnelein, F.
Horn Baron, V.
Hutchinson, John
Hennig Toppish and Hoffman.
Lancaster, P.
Morton, Mrs. L
Newington, D.
Pakenham, J. A.
Richardson & Co.
Sanders, W. G.
Tulloch & Co.
Thomas, J. C.
Universal Import Society.
Varley, H.
Vepan, A. S.
Williams & Co.

Letters marked " Care of Post Office "

Abbs Cooper, Miss.
Addis, A.
Allen, C. H.
Andrews, H M.
Archord, H A.
Augustine, S. M.
Barrington, E.
Bell, J. Hyslop.
Bent, Mrs Harry.
Bentley, Mrs. Walter.
Blakie, T.
Bradley, John.
Brewer, Thos.
Brown, M.
Bryden, Mrs. Edward.
Charlton, J. G.
Charipher, M.
Clark, Rev F. E.
Conolly, C. A.
Cook, S. G.
Courjon, Miss.
Crawford, H. E.
Cross, J. C.
Deamrolais, Mr.
DeSouza, A S. R.
Dickson, Sam.
Dillany, Mr.
Douglas, G. P. Home.
Drew, Thos M.
Drummond, G.
Dwyer, Dr. M. O.
Forsyth, Mis
Foster, Mis E. J.
Foster, H. E.
Galloway, R M.
Gambley, Mrs. J.
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Grace, Mrs.
Green, Alfred B.
Hamilton, E.
Harwood, H.
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Haugh, A
Hayes, Miss Alice.
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Heller, Max.
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Ilbery, Horald.
Isaacs, Elias H.
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Johnson, Miss Cissie.
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Kidd, Dr. C. E.
LeFeuvre, John.
Lee, J. H.
Lea, J. W.
Leslie, W.
Longmate, Sergeant.
Lynch, C. P.
Lyons, B.
Macaulay, Capt. M.
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Mann, John.
McDonald, D. M. K.
McCartie, Surgeon-Major.
McCartney, John.
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Medd, G. H.
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Morsand, S.
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Murphy, M. F.
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Philipps, Edwin.
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Photographic Apparatus Manufacturer.
Platt, Heylzn.
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Saxby, Frank.
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Gay, R.
Gregory, John.
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Newington, D.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
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Thompson, A. F., Mrs.
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Whamand, O.
Welch, E. S.
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Wachmister, A., Count.
Wallace, J. C. E.
Ward, Miss.

Unclaimed Letters held in the Barrackbore Post Office on the 19th December, 1892.

Mason, E. C.
Mills, M.
Nicholls, J.
Palmer, Mrs.
Salmon, M. D.
Turner, W.
Walsh, C. A.

E. HUTTON,
Presidency Postmaster, Calcutta.

The 24th December, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1892.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	28th Dec.	Per P. and O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	27th ,,	Ditto.
Mauritius, Mahé Seychelles), Mayotte, Nossi Be, and Réunion.	28th ,,	Ditto.
Zanzibar, Mozambique, Delagoa Bay, Natal, and Cape Colonies.	28th ,,	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	26th ,,	Ditto.
Australia, New Zealand, and Tasmania.	26th ,,	Ditto.
Colombo and the Australasian Colonies.	30th ,,	*Viâ* Bombay and Tuticorin.
Straits, China, and Japan . .	30th ,,	Per Steamer *C. Apcar.*
Rangoon and Moulmein . .	27th ,,	Per Steamer *Madura.*
Rangoon, Moulmein, Penang, and Singapore.	30th ,,	Per Steamer *Palamcotta.*
Akyab, Kyaukpyu, Sandoway, and Rangoon.	28th ,,	Per Steamer *Katoria.*

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the day of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

E. HUTTON,
Presidency Postmaster, Calcutta.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*
Secy. under the Inventions and Designs Act, 1888.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking *ten pounds* at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, *for cash only* at the under-noted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিন্‌কোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডনের অর্থাৎ কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিন্‌কোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২।০ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পৌণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পৌণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণ ও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত হার ছাড়া চারি ঔন্স টিনের ৵০, আট ঔন্স টিনের ।০ ও এক পৌণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows :—

1 Pound tin,	R16,	or, post free,	R16-12.
½ „	R 8,	„	R 8-8.
¼ „	R 4,	„	R 4-8.

Analysis shows this Quinine to be of the purest manufacture ; and it is guaranteed to be free from wilful mixture with the inferior alkaloids Cinchonine and Cinchonidine. It is for sale only to Government officers, and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত বিশুদ্ধ কুইনাইনের মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি এই কুইনাইনের নিম্নলিখিত মূল্য হইবে, যথা—

১ এক পৌণ্ড টিন .	১৬৲ বা ডাকমাশুল বিনা	১৬৸০
। আধ „ „	৮৲ বা ডাকমাশুল বিনা	৮।০
সিকি „ „	৪৲ বা ডাকমাশুল বিনা	৪।০

পরীক্ষা করিয়া দেখা গিয়াছে যে এই কুইনাইন অতি বিশুদ্ধরূপে প্রস্তুত করা হইয়াছে। এবং ইহা যে সিন্‌কোনাইন ও সিন্‌কোনীডাইন নামক অপকৃষ্ট ক্ষারের সহিত ইচ্ছা পূর্ব্বক মিশান হয় নাই তাহার গারাণ্টী দেওয়া যাইতেছে। ইহা নগদ মূল্যে কেবল গবর্ণমেণ্টের কর্ম্মচারিগণের নিকট বিক্রয় করা যাইবে এবং কলিকাতার নিকটস্থ শিবপুরের কোম্পানির বাগানের সুপারিণ্টেণ্ডেণ্টের নিকট পাওয়া যাইতে পারিবে। ইহা শাদা বা পাটল বর্ণের পাওয়া যাইতে পারিবে।

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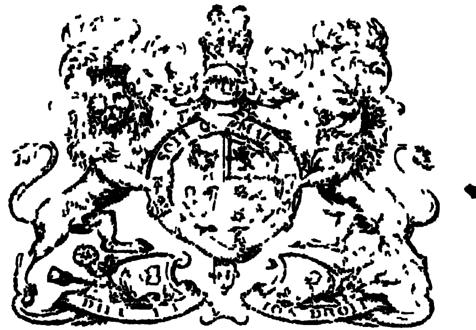
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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 24, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART III.

Advertisements and Notices by Private Individuals and Corporations.

PROMISSORY NOTES.

Stolen.

The Government Promissory Note, No. 255959, of the 4 per cent. of 1865, for R500, standing in the name of Kedarnath Sanyal, the proprietor, by whom it was never endorsed to any other person. Payment of the above note and the interest thereupon has been stopped at the Public Debt Office, Bank of Bengal, and application is about to be made for the issue of a duplicate in favour of the proprietor.

KEDARNATH SANYAL,
91, Amherst Stree,
Calcutta.

Lost or Stolen.

The Government Promissory Notes, Nos 022454, of 4 per cent loan of 31st March, 1836, for R500, and 203025, of 4 per cent. loan of 1st February, 1842-43, for R500, originally standing in the name of Mathura Prasad Panday, *alias* Babua Panday, the proprietor, by whom they were never endorsed to any other person. Payment of the above notes and the interest thereon has been stopped at the Public Debt Office, Bank of Bengal, Calcutta, and application is to be made for the issue of duplicates in favour of the proprietor.

MATHURA PRASAD PANDAY,
alias
BABUA PANDAY.

BENGALI TOLA,
BENARES CITY,
The 4th December, 1892.

NOTICE.

Whereas share certificates Nos. 58 and 91, the former representing 108 shares *viz.*, Nos. 931 to 1110, and the latter representing 108 shares, Nos. 1111 to 1218, in the East Hopetown Estate Company, Limited, standing in the name of the late Dr. H S. Smith, were deposited with the late Mr. Hyde Wallaston, Manager of the Agra Savings Bank, Limited, and have been mislaid, and are not forthcoming,—Notice is hereby given to any person having the above share certificates in his possession, to notify the fact, and the manner in which he came into such possession, to the undersigned within one month from this date, failing which, application will be made to the East Hopetown Estate Company, Limited, to cancel the above-named share certificates and to issue fresh certificates in lieu of them

J H CONDON, M.D, *Executor*,
for the Executors of the Estate of the late Dr. H. S. Smith, viz.,

A. B. PATTERSON, C.S.
J H. CONDON, M D

MUSSOORIE,
The 6th December, 1892.



SUPPLEMENT TO

The Gazette of India.

No. 52.} CALCUTTA, SATURDAY, DECEMBER 24, 1892

OFFICIAL PAPERS.

A SUPPLEMENT *to the* GAZETTE OF INDIA *will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in* PART VI *of the* GAZETTE

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 10th, 1892.

The rainfall, which accompanied the advance of the depression across the Bay which was noticed in last week's summary, continued over the south of the Peninsula during the first two days of the week under review, but on the 6th the rainfall ceased and the weather became fine. On the 4th there were also light showers over the North-Western Himalayas, and throughout the whole week light showers occurred on and near the Eastern Himalayas. With these exceptions the weather was fine all over the country. The distribution of presure was of the ordinary anticyclonic character. Pressure was steadily high over North-Western and Central India, and low over the Arabian Sea off the Malabar Coast and over the south of the Bay. Gradients were very slight over Northern and Central India, but occasionally became rather steep over the Bay and the east and west sides of the Peninsula. The wind varied between north-west and south-east at some stations in North-Western India, on the North-Western Himalayas and in Baluchistan during the week, but elsewhere the directions were steady and the winds blew from the normal anticyclonic directions. Temperature fell briskly towards the close of the week.

On the 4th pressure was rising over the Peninsula and the Central Provinces,

A

and falling elsewhere. Readings were highest over the western desert and lowest over Malabar, Ceylon, and the south of the Bay, the pressure difference being 0·318". South-east and south-west winds were reported from the stations in the extreme north-west. Elsewhere the directions were about normal. Over the Peninsula the force was fresh. Rain was falling over the Carnatic, from Cuddapah and Nellore southward, and also at Wellington, Coimbatore, and Cochin. The heaviest amounts were 1·62" at Cuddalore, 1·24" at Wellington, and 1·04" at Coimbatore. At the stations in Baluchistan and the North-Western Himalayas light showers had also occurred, and at Gnatong a snow-storm was reported. On the 5th pressure was falling everywhere, but the distribution was little changed except that, owing to the excess of fall in the north, gradients had become slighter. The wind had shifted round to north-west, on the North-Western Himalayas, and the force had decreased on the Madras Coast, but otherwise the wind was almost unaltered. Rain still fell in the extreme south, but the amounts were small and the rainfall area was contracting. At Gnatong further slight snow was reported. The chart of the 6th showed that pressure was still decreasing. The general distribution was unaltered, but gradients were slighter than on the previous day. The winds, though still preserving their general anticyclonic circulation, were becoming variable in direction in several parts of the country. The force was almost everywhere moderate or light. Showers were reported from Diamond Island, Sibsagar, Darjeeling, and Jalpaiguri and further snow from Gnatong. Elsewhere the weather was very fine and the sky practically cloudless. The next day, the 7th, a recovery of pressure had commenced. The rise was greatest in the north-west, and in consequence gradients showed a tendency to increase. The winds were generally unaltered in direction, but showed a slight increase in force. Light rain had again fallen at Diamond Island, Sibsagar, and Darjeeling, and snow at Gnatong. On the 8th a feeble depression was shown over the Andaman Sea, and the barometer was falling in Burma and the central parts of the Peninsula, though elsewhere the rise noticed on the preceding day continued. The wind was northerly in Lower Burma and was backing to north-west on the Madras Coast, but elsewhere there was no important change. Light snow had fallen at Gnatong, and light rain at Sibsagar. On the 9th the barometer was falling over the greater part of the country, the change being rapid in Sind. The shallow depression still existed over the Andaman Sea, and the general conditions were the same as on the preceding day. The winds were also unchanged. Light snow was again reported from Gnatong, but there was no rain at any station. The chart of the 10th showed that pressure was increasing over a large part of North-Western India and also in Lower Burma, but was still decreasing elsewhere. The depression which had previously existed over the Andaman Sea had commenced to move and was travelling west-south-west towards Ceylon. Gradients were moderate over the Bay. The wind had shifted to north-east in Lower Burma, but the directions elsewhere were unchanged. Snow continued at Gnatong, but there was no rain anywhere.

Temperature.—During the whole of the earlier part of the week the mean temperature over the greater part of India approximated closely to the average, but towards the close a brisk fall set in, and the weather became abnormally cool. This coolness first showed itself in Sind and Rajputana, and thence spread eastward across Northern and Central India.

The following table shows the variations of the mean temperature from the normal on each day of the week for the principal provinces of India :—

PROVINCE.	4th.	5th.	6th.	7th.	8th.	9th	10th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	−0·7	0	−0·3	−0·3	−1·6	−3·0	−2·8	−1·2
Bengal and Assam . .	−1·6	−0·6	−0·2	−0·7	−1·6	−2·9	−4·1	−1·7
North-Western Provinces and Oudh	+2·6	+1·7	+1·5	+0·9	−1·2	−3·1	−4·1	−0·2
Punjab	−1·0	+0·9	+1·7	−0·7	−2·1	−3·1	−2·8	−1·0
Bombay	+1·5	+0·9	−0·1	−0·3	+0·2	−0·8	−1·4	0
Central Provinces and Berar	+0·7	+1·2	+0·9	+3·1	+3·4	−1·1	+0·1	+1·2
Central India and Guzerat .	+0·1	+0·2	+1·0	+2.5	−1·9	−3·2	−2·5	−0·5
Sind and Rajputana . .	−0·4	+0·2	+2·4	+0·9	−3·9	−4·4	−3·0	−1·3
Madras	+2·4	+0·5	−0·6	−1·4	−1·4	−0·7	−1·3	−0·4
MEAN FOR WHOLE INDIA .	+0·4	+0·6	+0·7	+0·4	−1·1	−2·5	−2·5	−0·6

From the 4th to the 7th the mean temperature was very nearly normal, the variations for the whole of India for each day showing an excess of about ½°. On the 8th the temperature began to fall, and on the 9th and 10th the mean deficiency was 2½°. During these three days the minima were exceptionally low throughout almost the whole country.

Rain.—The rainfall table at the close shows that rain has been received during the week in only eleven of the rainfall divisions, and that of these eleven divisions no less than six had an average actual rainfall for the week of less than one-tenth of an inch. The divisions which received over one-tenth of an inch were :—Assam (Brahmaputra), Bengal (North), Madras (South Central and South), and the East Coast (South). The heaviest average falls received were 0·58 inch in Madras (South Central) and 0·41 inch in Madras (South). Three divisions, *viz.*, Assam (Brahmaputra), Bengal (North), and Madras (South Central) had slightly more than the normal amount, while in all other parts of the Indian region the fall was below the average. In most parts of India the deficiency was small and comparatively unimportant, as the anticipated rainfall during the week under review is small, but in the East Coast (South) the amount was nearly one inch, in Madras (South) three-quarters of an inch and in the East Coast (North) over half an inch in defect.

The three concluding columns of the table exhibit no important alteration as compared with last week. In the south of the Peninsula, *viz.*, in divisions Madras (South), East Coast (South), Mysore and Madras (South Central), the rainfall is from 50% to 75% short of the normal, and as the rainfall in this region and at this season is considerable and very important, this deficiency is serious. In other parts of India, though the percentage variations from the normal average exhibit very large departures, the excess or deficiency is of less importance as the anticipated rainfall is small.

Provinces.	Division.	Rainfall data for week ending 10th December. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 16th Oct. to 10th Dec. 1892. Average actual rainfall of season to date.	Average normal rainfall since 16th October to 10th December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
Burma	Tenasserim	0	0	0	4·28	5·26	− 19
	Lower Burma	0	0·06	− 0·06	5·41	7·13	− 24
	Central ditto	0	0·02	−0·02	3·10	4·50	− 31
	Upper ditto	0	?	?	7·10	?	?
	Arakan	0	0	0	8·81	7·07	+ 25
Bengal and Assam	Eastern Bengal	0	0·35	−0·35	8·63	4·37	+ 97
	Assam (Surma)	0	0·30	−0·30	9·35	3·86	+142
	Ditto (Brahmaputra)	0·21	0·07	+0·14	1·07	2·38	− 55
	Deltaic Bengal	0	0·14	−0·14	6·89	2·73	+152
	Central ditto	0	0·09	−0·09	1·94	2·24	− 13
	North ditto	0·11	0·03	+0·08	0·73	2·37	− 69
	Orissa	0	0·19	−0·19	7·18	4·99	+ 44
	Chota Nagpur	0	0·05	−0·05	4·20	2·49	+ 69
	Bihar (South)	0	0	0	0·50	1·43	− 65
	Ditto (North)	0	0·01	−0·01	0·14	1·17	− 88
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0	0	0·18	0·92	− 80
	Oudh (South)	0	0·01	−0·01	0·22	0·42	− 48
	Ditto (North)	0	0·01	−0·01	0·05	0·30	− 83
	North-Western Provinces (Central)	0	0·02	−0·02	0·02	0·22	− 91
	North-Western Provinces (West)	0	0·05	−0·05	0	0·13	−100
	North-Western Provinces (Submontane)	0	0·02	−0·02	0	0·37	−100
Punjab	Punjab (South)	0	0·02	−0·02	0·02	0·17	− 88
	Ditto (Central)	0	0·02	−0·02	0	0·15	−100
	Ditto (Submontane)	0	0·19	−0·19	0·02	0·37	−95
	Ditto (Hill Districts)	0·03	0·24	−0·21	0·32	0·77	− 58
	Ditto (North-West)	0·03	0·19	−0·16	0·24	0·80	− 70
	Ditto (West)	0	0·04	−0·04	0·12	0·19	− 37
Bombay and Malabar Coast Districts (Madras).	Malabar	0·09	0·34	−0·25	16·99	9·50	+ 79
	Madras (South Central)	0·58	0·43	+0·15	4·01	8·51	− 53
	Coorg	0	0·38	−0·38	6·73	7·22	− 7
	Mysore	0·03	0·09	−0·06	2·19	5·42	− 60
	Konkan	0	0·01	−0·01	6·67	3·49	+ 91
	Bombay (Deccan)	0	0	0	8·51	3·83	+122
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·01	−0·01	3·54	2·32	+ 53
Central Provinces and Berar.	Berar	0	0·16	−0·16	5·69	2·23	+155
	Central Provinces (West)	0	0·08	−0·08	3·32	1·43	+132
	Ditto (Central)	0	0·08	−0·08	2·18	1·20	+ 82
	Ditto (East)	0	0·05	−0·05	3·87	1·34	+189
Bombay (North)	Guzerat	0	0	0	0·61	0·59	+ 3
	Kattiawar	0	0	0	1·76	0·34	+418
	Sind	0	0·02	−0·02	0	0·13	−100
Rajputana and Central India.	Central India (East)	0	0·14	−0·14	0·56	0·66	− 15
	Rajputana (East), Central India (West)	0	0·14	−0·14	0·16	0·46	− 65
	Rajputana (West)	0	0·01	−0·01	0	0·11	−100
Madras	East Coast (North)	0	0·61	−0·61	16·05	8·56	+ 88
	Ditto (ditto) (a)	0	0·05	−0·05	9·10	5·29	+ 72
	Hyderabad (South)	0	0·13	−0·13	9·56	1·29	+641
	Madras (Central)	0·02	0·08	−0·06	6·35	5·20	+ 22
	East Coast (Central)	0·03	0·34	−0·31	11·97	12·08	− 1
	Ditto (South)	0·41	1·38	−0·97	4·02	15·90	− 75
	Madras (South)	0·20	0·95	−0·75	2·81	11·35	− 75

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

Calcutta, the 15th December, 1892.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 17th December.*—Rainfall good in Carnatic and moderate in parts of Deccan, Central and Southern districts. It has greatly revived standing crops, but more rain is urgently required over the southern half of the Presidency. Usual sowings in south greatly retarded. Favourable harvest in Deccan and Circars continues, but in southern half of Presidency early crops yielding a poor outturn. Water-supply for drinking ample, but very deficient for agriculture in Southern districts. Pasture and fodder generally sufficient, and cattle in good condition in most parts. Prices risen generally aud sharply in Southern districts, especially in Madura and Tinnevelly where prices of dry grains are more than double normal rates. General prospect somewhat improved by recent rainfall, but much more required to relieve anxiety regarding Southern districts.

Bombay.—*For week ending 21st December.*—Slight rain in parts of Kanara. Late crops damaged by locusts or other insects in parts of Sind. Gram and *tur* (cajanus indicus) in parts of Bijapur, and exotic cotton in parts of Dharwar injured by blight, and cotton in parts of Bijapur by unfavourable winds. Standing crops otherwise good, except *jowari* (sorghum vulgare) in Sholapur and Bijapur which has suffered from effects of late excessive rain. Harvesting of early and sowing of late crops continues in a few districts. Poppy-sowing progressing in Baroda. Prices generally steady. Agricultural stock good. Fodder sufficient.

Bengal.—*For week ending 17th December.*—No rain fell during the week. Weather seasonably cold and dry. The *aman* harvest continues and is almost completed in some districts. There has been no change in the prospects, and reports are generally favourable except as to parts of the Burdwan, Bankura, Midnapore, and Hooghly districts. The condition of the *rabi* crops is satisfactory. Some rain would be beneficial in the districts of the Patna Division. Poppy is a promising crop except on the unirrigated tracts of Muzaffarpur. Tobacco is also flourishing. Sugarcane-pressing is in progress in some districts, and the earlier pulses and potatoes are being gathered. Prices of rice remained almost stationary in most districts. Where any movement was observed, the tendency was towards a decline. Cattle are doing well, and fodder and water are plentiful.

North-Western Provinces and Oudh.—*For week ending 21st December.*—Weather clear and cold. Prospects of spring crops and of poppy fair. Irrigation going on, but rain much needed for unirrigated crops Slight injury to the pulse *arhar* (cajanus indicus), by frost, is reported from Cawnpore and Bareilly. Locusts appeared in the Meerut tahsil, but no damage is reported. Prices are generally steady, but show a tendency to rise in Partabgurh and Banda.

Punjab.—*For week ending 21st December.*—Slight rain has fallen in parts of Jullundur, Ferozepore, Amritsar, and Rawalpindi districts. Late sowings of spring crops in progress. Rain beginning to be urgently needed for this crop in Amballa, Sialkot, and Lahore. Sugarcane being pressed in Sialkot. Condition and prospects of spring crops good in all districts except Rawalpindi, where they are average. Growing wheat has commenced to suffer from drought in Sialkot. Condition of cattle is good throughout the Province. Fodder is said to be sufficient in all districts except Rawalpindi and Dera Ismail Khan, where it is insufficient in the former and decreasing in parts of the latter district.

The poppy crop is flourishing. Prices are unsettled in two districts, rising in one, but are stationary elsewhere.

Central Provinces.—*For week ending 21st December.*—Weather clear and cold, but cloudy in the first portion of the week. Prospects excellent, fodder and water sufficient.

Burma.—*For week ending 17th December.*—LOWER BURMA: Crop prospects continue good in all districts. In Thayetmyo the outturn is now estimated at ten annas. Reaping still progressing everywhere. UPPER BURMA: No rain has fallen during the week. Crop prospects remain unchanged in Myingyan and mainland. Crops in the Pagan sub-division are poor from want of rain. Crops have failed to a considerable extent in the Legaing township and Salin sub-division of the Minbu district for want of rain. No report received from Meiktila. In the Southern Shan States slight damage has been done to crops by floods: in other districts prospects are good. Reaping of early paddy is progressing in all districts, and the cultivation of dry-weather paddy has commenced in some districts. The price of paddy has fallen largely in Prome, Shwebo, and Lower Chindwin, and considerably in Pakokku and Magwe, and has risen materially in Rangoon and Kyaukse; elsewhere the variations in prices are unimportant.

Assam.—*For week ending 20th December.*—Weather seasonable. Reaping of late rice continues. Prospects good. Condition of cattle normal. Fodder and water sufficient.

Berar and Hyderabad.—*For week ending 21st December.*—BERAR: Weather fair and cool. Autumn crops in good condition. Picking of cotton, and reaping and threshing of *jowari* (sorghum vulgare) continues Spring sowings completed and spring crops good. Linseed and gram in flower in Amraoti. Fodder and water sufficient. Cattle healthy. Prices almost stationary.

HYDERABAD: No rain during the week. Harvesting of autumn crops finished, sowing of hot-weather crops commenced. Prices:—wheat 9, coarse rice 9½, white juar 15¾, yellow juar 20, and tur 10¾ seers per current rupee.

Mysore and Coorg.—*For week ending 21st December.*—MYSORE: Rainfall 20 cents Civil and Military Station. Slight rain elsewhere. Standing crops good except in parts of Hassan and Chitaldroog districts, where more rain is wanted. Prospects generally favourable. Prices risen in the Hassan and Chitaldroog districts.

COORG: Rainfall *nil*. Reaping of the rice crop commenced. Picking of coffee in progress. Prices stationary. Water and fodder for cattle sufficient.

Central India.—*For week ending 21st December.*—No rain in Central India during the week. Harvesting of autumn crops continues. Threshing operations commenced in Bhopawar. Spring sowings completed. Sugarcane being planted in Bhopal, and crops in good condition. Condition of agricultural stock generally good. Prices of food-grains generally steady, but high.

Rajputana.—*For week ending 21st December.*—Rainfall 71 cents in Marwar. Agricultural operations satisfactory, except in Beawar, for want of manure and plough oxen. Standing crops good. Harvest prospects generally good. Cotton crops damaged in the Ajmere and Kerowlee districts by frost. Cattle in good condition. Pasturage or fodder sufficient. Prices steady in ten States, falling in four, and rising in three.

Nepal.—*For week ending 15th December.*—No rain. Weather cloudy. Prices slightly fallen.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Comparative Statement of the Net Indian Sea and Land Customs Revenue (excluding Salt Revenue) for the first eight months of the official year 1892-93, and of the twenty-one preceding years

(IN THOUSANDS OF RUPEES.)

FOR THE EIGHT MONTHS, APRIL TO NOVEMBER.

YEAR.	BENGAL.				BOMBAY.				SINDH.				MADRAS.				BURMA.				TOTAL BRITISH INDIA.					YEAR.
	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	On Exports.	Total Revenue.	On Imports of Liquors.	On other Imports.	Total Import Revenue.	Export Revenue.	Total Revenue.	
1871-72	6,71	49,00	13,13	68,84	4,79	29,86	2,58	37,23	86	80	1,17	2,89	2,29	8,15	9,00	19,44	1,06	2,79	12,17	16,02	15,71	90,66	1,06,37	38,05	1,44,42	1871-72
1872-73	8,38	48,46	14,63	71,47	3,52	28,03	2,21	33,76	73	81	1,49	3,03	2,59	7,85	7,18	17,62	1,98	3,15	21,34	26,47	17,20	88,30	1,05,50	46,85	1,52,35	1872-73
1873-74	6,78	46,47	10,59	63,84	4,18	29,42	2,19	35,79	78	67	77	2,22	2,37	8,96	8,74	20,07	2,16	3,04	15,87	21,07	16,27	88,56	1,04,83	38,16	1,42,99	1873-74
1874-75	7,61	52,61	8,00	68,22	4,21	30,06	2,43	36,70	75	48	87	2,10	2,20	9,16	8,66	20,02	2,66	4,42	10,80	17,88	17,43	96,73	1,14,16	30,76	1,44,92	1874-75
1875-76	8,18	50,73	9,06	67,97	4,41	25,82	3,56	33,79	83	67	95	2,45	2,79	9,55	8,18	20,52	2,49	3,23	18,80	24,52	18,70	90,00	1,08,70	40,55	1,49,25	1875-76
1876-77	8,39	44,31	8,51	61,21	5,42	26,64	68	32,74	1,01	50	16	1,67	3 54	8,21	5,48	17,23	2,87	3,49	13,45	19,81	21,23	83,15	1,04,38	28,28	1,32,66	1876-77
1877-78	9,55	54,56	10,34	74,45	5,64	31,43	62	37,69	1,34	60	27	2,21	3,56	5,60	1,38	10,54	3,21	4,00	9,93	17,14	23,30	96,19	1,19,49	22,54	1,42,03	1877-78
1878-79	8,67	45,10	9,11	62,88	5,62	29,17	1,37	36 16	1,26	39	16	1,81	3,72	6,20	2,95	12,87	4,60	4,48	15,09	24,17	23,87	85,34	1,09,21	28,68	1,37,89	1878-79
1879-80	7,83	42,20	5,93	55,96	6,15	24,13	1,17	31,45	2,06	49	14	2,69	3,39	6,18	4,53	14,10	4,42	4,14	17,75	26,31	23,85	77,14	1,00,99	29,52	1,30,51	1879-80
1880-81	8,54	40,52	7,27	56,33	5,61	35,12	1,26	41,99	3,09	75	15	3,99	3,31	7,17	5,52	16,00	3,12	5,24	21,19	29,55	23,67	88,80	1,12,47	35,39	1,47,86	1880-81
1881-82	8,55	37,49	9,88	55,92	6,65	30,82	1,01	38,48	2,56	91	22	3,63	3,21	6,61	3,49	13,31	4,54	5,14	24,53	34,21	25,51	80,97	1,06,48	39,13	1,45,61	1881-82
1882-83	9,28	5	10,02	19,35	6,57	—1,05*	92	6,44	2,27	3	38	2,68	3,59	2	2,65	6,26	5,23	5	29,32	34,60	26,94	—90*	26,04	43,29	69,33	1882-83
1883-84	9,28	17	11,48	20,93	7,10	30	89	8,29	2,42	2	33	2,77	3,35	8	3,48	6,91	5,18	11	21,4	26,71	27,33	68	28,01	37,60	65,61	1883-84
1884-85	7,88	22	6,54	14,64	6,81	28	1,16	8,25	2,56	4	34	2,94	3,19	3	3,66	6,78	5,12	6	15,57	20,75	25,46	63	26,09	27,27	53 36	1884-85
1885-86	8,51	16	8,62	17,29	7,75	35	72	8,82	2,94	3	49	3,46	3,17	8	2,44	5,69	4,15	5	24,42	28,62	26,52	67	27,19	36,69	63,88	1885-86
1886-87	8,52	31	6,82	15,65	7,92	36	79	9,07	3,20	8	63	3,91	3,97	12	3,59	7,68	5,77	10	21,09	26,96	29 38	97	30,35	32,92	63,27	1886-87
1887-88	8,12	34	8,87	17,33	9,57	34	1,07	10,98	3,32	5	50	3,87	6,52	6	3,07	9,65	6,05	1	21,85	27,91	33,58	80	34,38	35,36	69,74	1887-88
1888-89	9,67	4,29	9,68	23,64	9,51	2,64	90	13,05	3,44	62	27	4,33	6,85	69	3,52	11 06	5,67	63	14,25	20,55	35,14	8,87	44,01	28,62	72,63	1888-89
1889-90	9,48	6, 4	7,24	22,96	10,30	2,00	1,13	13,43	3,63	48	36	4,47	6,77	51	4,75	12,03	5,60	1,77	24,12	31,49	35,78	11,00	46,78	37,60	84,38	1889-90
1890-91	10,72	6,07	10,16	26,95	11,23	3,12	1,07	15,42	4,21	53	51	5,25	7,49	79	3 08	11,36	5,99	31	34,85	41,15	39,64	10,82	50,46	49,67	1,00,13	1890-91
1891-92	10,36	7,26	10,87	28,49	10,81	3,25	75	14,81	3,85	64	43	4,92	6,78	59	2,64	10,01	5,79	60	28,36	34,75	37,59	12,34	49,93	43,05	92,98	1891-92
1892-93	11,20	7,67	8,66	27,53	11,10	3,40	1,21	15,71	3,76	40	50	4,66	6,69	27	2,87	9,83	6,23	37	21,71	28,31	38,98	12,11	51,09	34,35	86,04	1892-93

* The amount refunded was greater than the duty collected

FINANCE AND COMMERCE DEPARTMENT
(Statistical Branch)
Calcutta, 19th December 1892.

STEPHEN JACOB,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXV OF 1892-93.

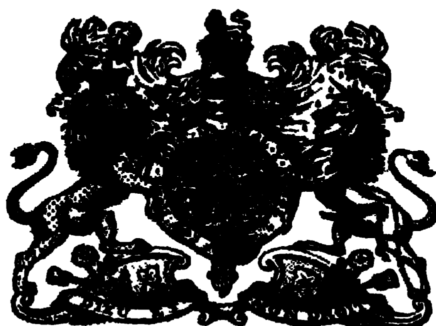
STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1891-92.	WEEK ENDING 13TH DECEMBER 1891. Mean mileage worked.	Earnings. TOTAL.	Earnings. Per mile open per week.	WEEK ENDING 10TH DECEMBER 1892. Mean mileage worked.	Earnings. TOTAL.	Earnings. Per mile open per week.	Earnings from 1st April to 13th December 1891.	Earnings from 1st April to 10th December 1892.	Increases in 1892-93.	Decreases in 1892-93.
tate lines worked by companies	R	*Miles.*	R	R	*Miles.*	R	R	R	R	R	R
Standard gauge—											
East Indian (*a*)	590	1,634	9,91,936	607	1,639	10,38,856	634	3,43,34,545	3,34,83,683	..	8,50,862
Bengal Nágpur	150	831	1,24,271	150	831	1,12,252	135	39,63,153	36,35,531	...	3,27,622
Indian Midland	127	752	1,15,518	154	752	98,576	131	32,19,170	32,77,422	58,252	...
Metre gauge—											
Rajputana-Malwa	253	1,672	4,84,179	290	1,674	4,44,000	265	1,45,29,105	1,46,91,471	1,62,366	...
South Indian	150	901	1,40,851	156	1,106	1,69,173	153	49,89,051	53,06,875	3,17,824	..
Southern Mahratta	86	1,044	1,04,379	100	1,044	93,158	89	32,65,692	30,10,434		2,55,258
Bengal and North Western (*b*)	130	739	73,001	99	755	91,860	122	33,84,822	35,40,952	1,56,130	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	10,584	53	199	10,729	54	3,42,787	4,28,705	85,918	..
TOTAL	250	7,772	20,44,719	263	8,000	20,58,604	257	6,80,28,325	6,73,75,073		6,53,252
tate lines worked by the State.											
Standard gauge—											
North Western (*c*)	264	2,395	6,87,404	287	2,511	5,28,912	211	2,32,43,190	1,68,86,628		63,56,562
Oudh and Rohilkhand	244	692	1,65,844	240	692	1,54,599	223	58,52,043	56,23,954	...	2,28,089
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	2,19,892	283	777	2,36,830	305	84,96,781	84,18,287	...	78,494
Bengal Central (*d*)	117	125	14,321	115	125	14,840	119	5,31,417	5,28,259	...	3,158
Metre gauge—											
Burma (*e*)	203	609	1,05,629	173	715	1,08,605	152	36,30,716	43,55,811	7,25,095	.
Special gauges—											
Jorhát	47	28	1,530	55	28	1,372	40	47,485	50,308	2,823	.
Cherra-Companyganj	44	8	395	49	8	580	72	12,097	11,546	..	551
TOTAL	251	4,634	11,95,015	258	4,856	10,45,738	215	4,18,13,729	3,58,74,793	.	59,38,936
ines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (*f*)	572	1,492	8,87,810	595	1,490	8,19,347	550	2,94,65,292	2,51,89,525	.	42,75,767
Bombay, Baroda and Central India	590	461	2,80,720	609	461	2,81,000	610	95,85,171	96,17,538	32,367	...
Madras	216	840	1,82,346	217	840	1,94,652	232	65,44,918	63,83,556	.	1,61,362
TOTAL	468	2,793	13,50,876	484	2,791	12,94,999	464	4,55,95,381	4,11,90,619		44,04,762
TOTAL (GUARANTEED AND STATE)	290	15,199	45,90,610	302	15,647	43,99,341	281	15,54,37,435	14,44,40,485	..	1,09,96,950
Assisted companies.											
Standard gauge—											
Delhi-Umballa-Kalka	129	162	20,559	127	162	20,581	127	7,70,325	7,47,375	...	22,950
Tárakeshwar	258	22	5,007	228	22	4,802	218	2,01,026	1,95,501	...	5,525
Metre gauge—											
Rohilkhand-Kumaun (Company's section)	114	67	4,691	70	67	4,628	69	2,88,562	3,22,591	34,029	...
Dibru-Sadiya	128	78	10,239	131	78	7,421	95	3,58,202	3,61,278	3,076	.
TOTAL	135	329	40,496	123	329	37,432	114	16,18,115	16,26,745	8,630	
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	63,831	180	354	58,095	164	18,93,208	18,21,306	...	71,902
The Gaekwar's Petlád	91	13	1,822	140	13	1,210	93	43,891	42,828		1,063
Metre gauge—											
Southern Mahratta (Mysore sec.)	86	311	23,601	76	311	32,802	105	9,50,472	10,02,337	51,865	...
The Gaekwar's Mehsána	50	93	4,349	47	93	4,730	51	1,40,401	1,71,530	31,129	..
Kolhápur	55	29	1,277	44	29	1,400	48	(*g*) 54,058	61,966	7,908	
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,357	47	72	4,340	60	1,40,546	1,65,460	24,914	...
TOTAL	107	872	98,237	113	872	1,02,577	118	32,22,576	32,65,427	42,851	..
Lines owned by native states and worked by state railway agency.											
Standard gauge—											
Rájpura-Bhátinda	118	108	10,987	102	108	9,013	83	4,41,921	3,35,047	.	1,06,874
Lines owned and worked by native states											
Metre gauge—											
Bhávnagar-Gondal-Junagarh-Porbandar	83	334	25,819	77	334	26,606	80	9,84,477	10,97,765	1,13,288	.
Jodhpur-Bickaneer	72	262	17,307	66	291	14,500	50	4,41,850	6,30,564	1,88,714	...
Special gauge—											
Morvi	63	94	5,005	53	94	5,025	53	2,23,624	2,19,488	...	4,136
TOTAL	76	690	48,131	70	719	46,131	64	16,49,951	19,47,817	2,97,866	..
GRAND TOTAL	269	17,198	47,88,461	278	17,675	45,94,494	260	16,23,69,998	15,16,15,521	...	1,07,54,477

(*a*) Includes the Patna-Gya state railway.
(*b*) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(*c*) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(*d*) Although for convenience classed amongst the state railways, this line the property of the Bengal Central railway company.
(*e*) Includes the Mu Valley state railway.
(*f*) Includes the Wardha Coal, Dhond-Manmád, Khámgaon, and Amráoti railways.
(*g*) Total receipts from 21st April to 12th December 1891.

F. B. HEBBERT, *M. Inst., C.E.*,
Under Secretary.



The Gazette of India.

PUBLISHED BY AUTHORITY.

No. 53.} CALCUTTA, SATURDAY, DECEMBER 31, 1892.

☞ Separate paging is given to this Part in order that it may be filed as a separate compilation.

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PART I.

Government of India Notifications, Appointments, Promotions, etc.

LEGISLATIVE DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 29th December, 1892.

No. 31.—Whereas by Resolution passed by the Secretary of State for India in Council, the provisions of the 33rd of Vict., Cap. 3, Sec. 1, were declared to be from the 1st March, 1886, applicable to Upper Burma, with the exception of the Shan States;

And whereas the Chief Commissioner of Burma has proposed to the Governor General in Council a draft of the following Regulation, together with the reasons for proposing the same;

And whereas the Governor General in Council has taken the draft and reasons into consideration, and has approved of the draft, and the same has received the Governor General's assent on the 28th day of December, 1892;

In pursuance of the direction contained in the said section, the said Regulation is now published in the *Gazette of India*:—

REGULATION No. V OF 1892.

THE UPPER BURMA CRIMINAL JUSTICE REGULATION, 1892.

CONTENTS.

SECTIONS.

SCHEDULE.

MODIFICATIONS SUBJECT TO WHICH THE CODE IS TO EXTEND TO UPPER BURMA WITH THE EXCEPTION OF THE SHAN STATES.

SECTIONS.

I.—"High Court."
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XVII.—Saving of provisions relating to European British subjects.

A Regulation to provide for the Administration of Criminal Justice in Upper Burma.

WHEREAS it is expedient to provide for the administration of Criminal Justice in Upper Burma; It is hereby enacted as follows:—

Short title and commencement.

1. (1) This Regulation may be called the Upper Burma Criminal Justice Regulation, 1892; and

(2) It shall come into force on the 1st January, 1893.

Application of the Code of Criminal Procedure.

X of 1882.

2. (1) Subject to the modifications set forth in the schedule to this Regulation, the Code of Criminal Procedure, 1882, as amended for the time being by subsequent enactments (which Code as so amended is in this Regulation referred to as "the Code"), shall extend to the whole of Upper Burma, except the Shan States, so far as it can be made applicable in the circumstances for the time being.

(2) For the purpose of facilitating the application of the Code, any Magistrate or Court may construe any provision therein with such alterations not affecting the substance as may be necessary or proper to adapt it to the matter before the Magistrate or Court.

Notifications, &c., under Code as modified by expired Regulations.

X of 1882

3. All notifications published, proclamations issued, powers conferred, forms prescribed, local limits defined, sentences passed, and orders rules and appointments made, under the Code of Criminal Procedure, 1882, as modified by Regulation VII of 1886, or Regulation VI of 1890, shall, so far as may be practicable, be deemed to have been respectively published, issued, conferred, prescribed, defined, passed and made under the corresponding provision of the said Code as modified by this Regulation.

SCHEDULE.

MODIFICATIONS SUBJECT TO WHICH THE CODE IS TO EXTEND TO UPPER BURMA WITH THE EXCEPTION OF THE SHAN STATES.

(*Section 2, sub-section (1)*.)

"High Court." (Section 4, clause (i).)

I.—Except in reference to proceedings against European British subjects or persons jointly charged with European British subjects, the expression "High Court" shall mean the officer appointed by the Local Government with the previous sanction of the Governor General in Council to be the Judicial Commissioner of Upper Burma.

Courts of Session (Sections 7, 9 and 193, and Chapter XXIII.)

II.—(1) Subject to the provisions of sub-sections (2) and (3), each division for the time being administered by a Commissioner shall be a sessions division, the Court of the Commissioner shall be the Court of Session for the sessions division, and the Commissioner shall be the Judge of the Court of Session.

(2) The Local Government may, by notification in the official Gazette, exclude any district or part of a district from a sessions division constituted under sub-section (1), and may, in like manner, cancel or vary any such notification.

(3) While a notification under sub-section (2) is in force with respect to any district or part of a district the following consequences shall ensue, namely,—

(a) the district or the part of a district, as the case may be, shall be a sessions division, the Court of the District Magistrate shall be the Court of Session for the sessions division, and the District Magistrate shall be the Judge of the Court of Session, and,

(b) as Judge of the Court of Session, the District Magistrate may take cognizance of any offence as a Court of original jurisdiction without the accused person being committed to him by a Magistrate, and, when so taking cognizance of an offence, shall, subject to the provisions of this Regulation, follow the procedure prescribed for the trial of warrant cases by Magistrates.

(4) Whenever a notification is published under sub-section (2) it shall be immediately reported by the Local Government to the Governor General in Council.

(5) Subject to such rules as the Local Government may from time to time make in this behalf, a trial before a Court of Session may be without jury or aid of assessors.

Conferment of magisterial powers on police-officers. (Section 14.)

III.—Notwithstanding anything in Act V of 1861, or in any other enactment for the time being in force, the Local Government may confer on any police-officer all or any of the powers conferred or conferable by or under the Code on any Magistrate, in regard to particular cases, or to a particular class or particular classes of cases, or to cases generally.

Whipping. (Section 32.)

IV.—(1) A Magistrate of any class may pass a sentence of whipping.

(2) A Magistrate of the second class may pass a sentence of whipping without being specially empowered in that behalf by the Local Government.

(3) A Magistrate of the third class shall not pass a sentence of whipping unless he is specially empowered in that behalf by the Local Government.

Powers of Magistrates. (Sections 36 and 37)

V.—Magistrates described in the first column of the following table shall have the powers severally specified against them in the second column thereof, without being further empowered in that behalf:—

Magistrates.	Powers.
1	2
Magistrates of the first class.	To require security for good behaviour, section 110 To make orders as to local nuisances, section 133 To make orders prohibiting repetition of nuisances, section 143. To make orders under section 144 To entertain cases without complaint, section 191, clause (c)
Magistrates of the first or second class.	To entertain complaints, section 191. To receive police reports, section 191, clause (b).
Subdivisional Magistrates	To call for records, section 435

Power to certain police-officers to act under section 55 (Section 55)

VI.—In any police-station to which the provisions of this section may be specially applied by the Local Government by notification in the official Gazette, any police-officer may exercise the powers conferred by section 55 on an officer in charge of a police-station.

Detention at certain police-stations. (Sections 57 and 61)

VII.—(1) Notwithstanding anything in section 57 or section 61, an officer in charge of any police-station to which the provisions of this section may be specially applied by the Local Government by notification in the official Gazette, may detain a person arrested without warrant so long as under all the circumstances of the case is reasonable.

(2) But when the officer of his own authority detains any such person in custody for a longer period than twenty-four hours, exclusive of the time necessary for the journey from the place of arrest to the Magistrate's Court, he shall state in the report prescribed in section 62 his reasons for prolonging the detention of the person, and, where the detention extends beyond three days, shall submit further reports of the reasons therefor at such intervals as the Magistrate to whom the report under section 62 was submitted may by general or special order direct.

Tender of pardon. (Section 337.)

VIII.—A District Magistrate tendering a pardon to an accomplice under section 337 may, notwithstanding anything in that section, try the case himself.

Recording of evidence in cases tried by headmen. (Chapter XXV.)

IX.—Notwithstanding anything in the Code, the Local Government may from time to time make rules with respect to the record to be made in cases tried by such village-headmen as are Magistrates of the third class and as to the disposal of the record.

Appeal from order of District Magistrate in certain cases.

X.—A person convicted on a trial held by a District Magistrate acting as such with respect to a district or part of a district which has been excluded from a sessions division under sub-section (2) of section II of this schedule may appeal to the Court of Session of the sessions division from which the district or the part of a district has been so excluded.

Restrictions on appeal (Sections 413 and 414.)

XI.—Notwithstanding anything in this schedule or in the Code, an appeal shall not lie in any case in which a District Magistrate or Court of Session passes a sentence of imprisonment for a term not exceeding six months, or of fine not exceeding five hundred rupees or of whipping, or of all or any of those punishments combined.

Revision (Sections 435 to 438)

XII.—(1) The District Magistrate may in any case in which he has himself called for, or a Sub-Divisional Magistrate has forwarded to him, the record of a proceeding before a Magistrate of the second or of the third class pass such order in the case as he thinks fit

Provided that he shall not pass a severer sentence for the offence which in his opinion the accused has committed than might have been passed for such offence by the Magistrate who tried the case, and that no order shall be made to the prejudice of the accused unless he has had an opportunity of showing cause against it.

(2) The Governor General in Council or the Local Government may at any time, by notification in the official Gazette, direct that this section shall cease to be in force in any district with effect from a date to be specified in the notification.

Enhancement of punishment on appeal. (Section 423)

XIII.—In any case in which an appeal lies, the Appellate Court may enhance any punishment which has been awarded:

Provided that, if the appeal is from the sentence of a Magistrate of any class, the Appellate Court shall not inflict a greater punishment than might have been inflicted by a Magistrate of the first class.

Conduct of prosecutions. (Section 495.)

XIV.—Notwithstanding anything in section 495, a Court may allow any police officer to conduct a prosecution.

Orders not reversible on technical grounds alone. (Section 537)

XV.—Notwithstanding anything in the Code, a finding, sentence or order shall not be reversed or altered on appeal or revision on account of any irregularity of procedure unless the irregularity has occasioned a failure of justice.

Fees for processes, copies and inspection of records. (Section 553)

XVI.—Rules under section 553, clause (c), may regulate the following among other matters, namely:—

(a) the fees to be paid for processes; and

(b) the fees to be paid for copies and inspection of records.

XVII.—Nothing in this schedule with respect to procedure in inquiries or trials, or with respect to sentences or appeals therefrom or the enhancement or execution thereof, shall be construed to affect the Code in its application to European British subjects.

Saving of provisions relating to European British subjects.

The 30th December, 1892.

No. 32.—With reference to Notification No. 30, dated the 6th October, 1891, Mr. A. Caspersz, Barrister-at-Law, will continue to act as a Reporter for the Indian Law Reports in the High Court, Calcutta, to fill an existing vacancy, until further orders.

No. 33.—With reference to Notification No. 12, dated the 6th May, 1892, Mr. A. F. M. Abdur-Rahman, Barrister-at-Law, will continue to act as a Reporter for the Indian Law Reports in the High Court, Calcutta, to fill an existing vacancy, until further orders.

J. M. MACPHERSON,
Offg. Secretary to the Government of India.

HOME DEPARTMENT.

NOTIFICATIONS.

PUBLIC.

Calcutta, the 30th December, 1892.

No. 2365.—In exercise of the powers conferred by section 5 of the Indian Explosives Act, 1884, the Governor General in Council is pleased to direct the substitution of the following rule and sentence for rule 4 (III) and the second sentence of rule 6 (XVI) of the rules to regulate the transport and importation of explosives, published in Home Department Notification No. 1417, dated the 24th June, 1887:—

4 (III).—Except in the case of small consignments carried by public railway, which may be unloaded at any time, explosives shall be loaded or unloaded only between sunrise and sunset For the purposes of this rule no consignment of more than one-half wagon load booked to one station shall be deemed to be a small consignment.

6 (XVI).—*Second sentence.*—Subject to the provisions of rule 4 (III), the loading and unloading of explosives when once begun shall be diligently proceeded with until the same is completed.

ESTABLISHMENTS.

The 30th December, 1892.

No. 608.—The services of Lieutenant B. C. Waterfield, Indian Staff Corps, are placed at the disposal of the Government of the Punjab for employment in the Punjab Commission, with effect from the date on which he may be relieved of boundary settlement duty in Central India.

EDUCATION.

The 28th December, 1892.

No. 397.—The Governor General in Council is pleased to appoint Mr. Justice J. Q. Pigot, B.A., to be a Fellow of the University of Calcutta.

The 30th December, 1892.

No. 400.—The Governor General in Council is pleased to appoint Mr. Justice J. Q. Pigot, B.A., to be Vice-Chancellor of the University of Calcutta, in succession to Mr. Justice Gooroo Dass Banerjee, M.A., B.L., resigned.

C. J. LYALL,
Secretary to the Government of India.

FOREIGN DEPARTMENT.

NOTIFICATIONS.

Fort William, the 24th December, 1892.

No. 4726-I.—Captain A. S. Rooke, Indian Staff Corps, Cantonment Magistrate of Nowgong, and *ex-officio* Assistant to the Political Agent in Bundelkhand, is appointed to officiate, temporarily, as a Political Assistant of the 1st class, and is placed on special duty under the orders of the Governor-General's Agent in Central India, with effect from the date of assuming charge.

No. 4728-I.—In exercise of the powers conferred by sections 4 and 5 of the Foreign Jurisdiction and Extradition Act (XXI of 1879) and of all other powers enabling him in this behalf, and with reference to the notification of the Government of India in the Foreign Department, No. 4726-I., dated the 24th December, 1892, the Governor-General in Council is pleased to invest Captain A. S. Rooke, Indian Staff Corps, officiating Political Assistant of the 1st class, with the powers conferred on Political Agents by the notification of the Government of India in the Foreign Department, No. 5023-I., dated the 24th December, 1891, to be exercised within the limits of the Bundelkhand Political Agency.

The 26th December, 1892.

No. 2084-G.—The Governor-General in Council is pleased to recognise the appointment of Mr. George Gaume as Acting Vice-Consul for Portugal at Karachi, during the absence of Mr. E. Baillon.

The 27th December, 1892.

No. 2092-G.—Surgeon-Captain H. R. Woolbert, M.B., Indian Medical Service (Bengal), Agency Surgeon, Meshed, is granted special leave, on urgent private affairs, for six months, under article 348 of the Civil Service Regulations, with effect from the 11th December, 1892.

No. 2094-G.—Surgeon-Captain A. L. Duke, Indian Medical Service (Bengal), Residency Surgeon in the Persian Gulf, substantive *pro tempore*, is appointed to officiate as Agency Surgeon, Meshed, with effect from the date of assuming charge, and during the absence on special leave of Surgeon-Captain H. R. Woolbert, M.B., or until further orders.

The 28th December, 1892.

No. 2098-G.—The following appointments are made in and to the Merwara Battalion:—

Captain G. H. J. Moore, Indian Staff Corps, Wing Officer and Adjutant, to officiate as

Wing Commander and 2nd-in-Command, during the absence on leave of Captain G. A. Collins, or until further orders.

Lieutenant S. G. Knox, Indian Staff Corps, attached to the Meywar Bhil Corps, to officiate as Wing Officer and Adjutant, with effect from the date of joining, *vice* Captain Moore.

The 29th December, 1892.

No. 2107-G.—Major F. W. Snell, Indian Staff Corps, *ex-officio* Assistant to the Political Superintendent and 2nd-in-Command of the Savantvadi Local Corps, is appointed to officiate as First Assistant to the Governor-General's Agent at Baroda, with effect from the 17th December, 1892, and during the absence of Major J. H. Sadler, or until further orders.

No. 2114-G.—The appointment of Surgeon-Captain A. L. Duke, Indian Medical Service (Bengal), to be Residency Surgeon in the Persian Gulf, substantive *pro tempore*, which was announced in notification, No. 1623-G., dated the 29th September, 1892, has effect from the 23rd October, 1892, and not as therein stated.

No. 4757-I.—In exercise of the powers conferred by sections 8 and 9 of the Indian Christian Marriage Act, 1872, the Governor-General in Council is pleased—

(*a*) to appoint the Reverend Ernest William Redfern, of the Wesleyan Mission, to be a Marriage Registrar in respect of all places within the territories of Mysore, including the Civil and Military station of Bangalore; and

(*b*) to license the said Reverend Ernest William Redfern to grant certificates of Marriage between Native Christians within the said territories.

No. 4759-I.—The services of Mr. H. F. Evans, District and Sessions Judge, Shahjahanpore, were replaced at the disposal of the Government of the North-Western Provinces and Oudh, with effect from the 3rd November, 1892.

The 30th December, 1892.

No. 2125-G.—The following reversions are made in the graded list of the Political Department:—

Consequent on the appointment of Major J. H. Sadler, Indian Staff Corps, to officiate as a Political Agent of the 2nd class, and with effect from the 27th November, 1892:

Major I. MacIvor, Indian Staff Corps reverts, from Officiating Political Agent of the 2nd class, to his substantive grade as a Political Agent of the 3rd class.

Mr. O. V. Bosanquet, Indian Civil Service, reverts, from Officiating Political Agent of the 3rd class, to Officiating Political Assistant of the 1st class.

Lieutenant W. M. Cubitt, Indian Staff Corps, reverts, from Officiating Political Assistant of the 1st class, to Officiating Political Assistant of the 2nd class.

Captain C. G. F. Fagan, Indian Staff Corps, reverts, from Officiating Political Assistant of the 2nd class, to Officiating Political Assistant of the 3rd class.

Consequent on the appointment of Lieutenant B. E M. Gurdon Indian Staff Corps, to officiate as a Political Assistant of the 2nd class, and with effect from the 1st December, 1892:

Lieutenant H. B. Peacock, Indian Staff Corps, reverts, from Officiating Political Assistant of the 2nd class, to Officiating Political Assistant of the 3rd class.

Consequent on the appointment of Captain A. S. Rooke, Indian Staff Corps, to officiate as a Political Assistant of the 1st class, and with effect from the date on which he was, or may be, placed on special duty under the orders of the Governor-General's Agent in Central India:

Captain M. A. Tighe, Indian Staff Corps, reverts, from Officiating Political Assistant of the 1st class, to Officiating Political Assistant of the 2nd class.

Lieutenant C. E. Ross, Indian Staff Corps, reverts, from Officiating Political Assistant of the 2nd class, to Officiating Political Assistant of the 3rd class.

H. M. DURAND,

Secretary to the Government of India.

FINANCE AND COMMERCE DEPARTMENT.

NOTIFICATIONS.

LEAVE AND APPOINTMENTS.

Calcutta, the 28th December, 1892.

No 5194-P.—Mr. T. C. Eagles, Second Assistant Comptroller, Post Office, is granted privilege leave for two months, with effect from the 3rd January, 1893.

Mr. W. A. Kelly, Superintendent in the Office of the Comptroller, Post Office, is appointed to officiate as Second Assistant Comptroller, Post Office, during the absence, on privilege leave, of Mr. T. C. Eagles, or until further orders.

No. 5209-P.—The following promotions and reversions of officers of the Account Department during the month of November, 1892, are notified:—

With effect from the 4th November, 1892—

Mr. E. Lawrence to officiate in class II, and

Mr R. E. Hamilton to officiate in class III, instead of in class II, of Accountants General,

Mr. J. C. E. Branson to officiate in class I of the Enrolled List, instead of in class III of Accountants General,

Mr. F. C Harrison to revert to class II,

Mr H. G. Warburton to officiate in class III, instead of in class II,

Mr. E. L. Vaughan to officiate in class IV, instead of in class III, and

Mr. A. Newmarch to officiate in class V, instead of in class IV, of the Enrolled List.

With effect from the 6th November, 1892—

Mr. M. A. Hydari to officiate in class V, instead of in class IV, of the Enrolled List.

With effect from the 10th November, 1892—

Mr. A F. Cox to revert to class II, and

Mr. E Lawrence to officiate in class III, instead of in class II, of Accountants General

Mr. C J. Rivett-Carnac to officiate in class II, instead of in class I,

Mr H. S Groves to revert to class III,

Mr. G. D. Padumjee to officiate in class IV, instead of in class III,

Mr G C Ray to officiate in class V, instead of in class IV, and

Mr. F D Gordon to officiate in class VI, instead of in class V, of the Enrolled List.

With effect from the 1st December, 1892—

Mr. E W Kellner to revert to class III of Accountants General,

Mr. J C. E Branson to revert to class II,

Mr. R Morris to officiate in class III, instead of in class II,

Mr. A H Anthony to revert to class IV,

Mr. K. B Wagle to officiate in class V, instead of in class IV, and

Mr H G Tomkins to officiate in class VI, instead of in class V, of the Enrolled List.

No 5210-*P*.—In the Notification in this Department, No. 4807-P, dated the 30th November, 1892, published in Part I of the *Gazette of India* of the 3rd December, 1892, *for* "10th October" *read* "12th October"

The 30th December, 1892

No. 5253-*P*.—Mr H M Kisch, Post Master General, Bengal, is placed on special duty for one month, with effect from the 1st January, 1893

Mr E Hutton Presidency Post Master, Calcutta, is appointed to officiate as Post Master General, Bengal during Mr. Kisch's absence, or until further orders

Mr G E Walker, Deputy Post Master, Calcutta, is appointed to officiate as Presidency Post Master, Calcutta, *vice* Mr Hutton, or until further orders

STEPHEN JACOB,

Offg Secretary to the Government of India.

MILITARY DEPARTMENT.

Fort William, the 30th December, 1892.

APPOINTMENTS.

ORDNANCE DEPARTMENT.

No 1223—Captain C A Muspratt-Williams, Royal Artillery, Ordnance Officer, 3rd class, and officiating Superintendent, to be Superintendent, Gun Powder Factory, Ishapur, *vice* Lieutenant-Colonel C H. Scott, Royal Artillery, appointed Ordnance Consulting Officer, India Office, London;

Captain C. T. Bell, Royal Artillery, Ordnance Officer, 4th class, officiating 3rd class, to be Ordnance Officer, 3rd class, *vice* Captain Muspratt-Williams,—

with effect from the 14th November, 1892.

STAFF CORPS.

No 1224—Second-Lieutenant Edmund Gunning Jones, South Wales Borderers, officiating Wing Officer, 16th Madras Infantry, having completed 18 months' probationary service, is admitted to the Indian Staff Corps from the 8th May, 1891, subject to confirmation by the Secretary of State for India

Second-Lieutenant Jones will rank as Lieutenant in the Indian Staff Corps from the above date, subject to Her Majesty's approval

DISMISSALS AND REMOVALS.

No 1225—Second grade Assistant Apothecary T J E Murphy was struck off the strength of the Subordinate Medical Department, Bengal, on the 19th September, 1892

FURLOUGH AND LEAVE.

No 1226—The undermentioned officers are granted furlough out of India—

Colonel L H E Tucker, C.I E, General List, Infantry, Deputy Inspector General of Police, Western Circle, Punjab (p a) for ten months, under rule IX of the regulations of 1868

Lieutenant R St G Gorton, Royal Artillery, Subaltern No 4 (Hazara) Mountain Battery (m c) for one year, under rule IX, note 1, of the regulations of 1868

Surgeon-Major C J McCartie, M D, 30th Bengal Infantry, (m c) for one year, under rule I of the regulations of 1875

No 1227—The undermentioned officers are granted leave to proceed out of India on private affairs under the leave rules for the Staff Corps, the specified period to count from the date of being struck off duty—

Lieutenant-Colonel H Paterson, Indian Staff Corps, Commandant, 23rd Bengal Infantry, for seven months Pension service—31st year commenced 23rd September, 1892

Major R C Hadow, Indian Staff Corps, Wing Commander and 2nd-in-command, 15th Bengal Infantry, for one year Pension service—23rd year commenced 27th April, 1892.

Captain D W Hickman, Indian Staff Corps, 34th Bengal Infantry, Deputy Assistant Adjutant General, Sirhind District, for nine months Pension service—17th year commenced 11th February, 1892.

Lieutenant C. T W. Forth, Indian Staff Corps, Wing Officer, 30th Bengal Infantry, for one year. Pension service—8th year commenced 6th May, 1892.

Lieutenant G M. Baldwin, Indian Staff Corps, Squadron Officer, Corps of Guides, for one year Pension service—7th year commenced 30th January, 1892.

No. 1228.—The undermentioned officer is granted leave to proceed out of India on medical certificate under the leave rules for the Staff Corps; the leave to have effect in India from the date of being struck off duty till the

date of sailing; the specified period to count from the date of leaving India:—

Lieutenant R. E. Foley, Indian Staff Corps, Wing Officer, 45th Bengal Infantry for one year. Pension service—8th year commenced 25th April, 1892.

No. 1229.—Lieutenant E. A. T. Tudor, Royal Engineers, Assistant Engineer, 1st grade, Military Works Department, is granted leave out of India (m. c.) for one year, under the leave rules applicable to officers of the British Army serving in India.

No. 1230—With reference to G. G. O. No 961 of 1892, Lieutenant C. R. Johnson, Royal Warwickshire Regiment, Probationer, Indian Staff Corps, 1st Battalion, 5th Gurkha Rifles, has been granted by the Secretary of State for India leave out of India (m. c) for five months, under the leave rules for the Staff Corps, with effect from the 21st September, 1892.

No. 1231.—The undermentioned warrant officers are granted leave to proceed out of India on private affairs under article 920-F, Army Regulations, India, vol. I, part I; the specified period to count from the date of being struck off duty.—

Sub-Conductor F. O. A. Baker, Supervisor, 1st grade, Military Works Department, for one year.

Sub-Conductor C. Bettesworth, Ordnance Department, Office of the Inspector General of Ordnance, Western Circle, Bengal, for one year.

LONDON GAZETTE.

No. 1232.—The following extract is published for general information.—

"*London Gazette*" *dated the 6th December, 1892, page 7163.*

WAR OFFICE, PALL MALL,

6th December, 1892

* * * * *

MEMORANDA.

* * * * *

INDIAN STAFF CORPS.

Colonel Gregory Colquhoun Grant is transferred to the Unemployed Supernumerary List. Dated 19th November, 1892.

PROMOTIONS.

No 1233.—The following promotion is made, subject to Her Majesty's approval:—

INDIAN STAFF CORPS.

To be Major.

Captain Alexander Pringle—30th December, 1892.

NATIVE ARMY.

No. 1234.—*8th Bengal Cavalry*—

Jemadar Ahmad Nur Khan to be Ressaidar, and Kot-Dafadar Fateh Muhammad Khan to be Jemadar, *vice* Kamal Bakhsh Khan, transferred to the pension establishment, with effect from the 1st October, 1892.

No. 1235.—*5th Bengal Infantry*—

Havildar Jita to be Jemadar, *vice* Lekh Râm (2nd), promoted, with effect from the 1st August, 1892.

No. 1236.—*25th Bengal Infantry*—

Havildar Pirthi Singh from the 38th Bengal Infantry to be Jemadar, *vice* Devi Singh, promoted, with effect from the 30th December, 1892.

VOLUNTEER CORPS.

PROMOTIONS.

No. 1237.—*Mussoorie Volunteer Rifle Corps*—

Mr. Henry Clinton to be Second-Lieutenant, *vice* Simpson, resigned.

RESIGNATIONS.

No. 1238.—*Assam Valley Mounted Rifles*—

Lieutenant O. A. Byrne resigns his commission.

MARINE DEPARTMENT.

FURLOUGH AND LEAVE.

No 68.—Lieutenant R. Cooper, Royal Indian Marine, has been permitted to proceed to England for 12 months, on medical certificate, under the leave rules contained in Marine Circular No. 7, dated the 26th April, 1892, embarking on the 8th December, 1892.

E. H. H. COLLEN,

Secretary to the Government of India.

PUBLIC WORKS DEPARTMENT.

NOTIFICATIONS.

Calcutta, the 23rd December, 1892.

No. 461.—Mr. W. H. Nightingale, Superintending Engineer, 2nd class, *temporary rank*, Bengal, whose services have been temporarily placed at the disposal of the Government of India, is appointed to officiate as Superintending Engineer and Secretary to the Chief Commissioner of Assam in the Public Works Department.

The 28th December, 1892.

No. 462.—The services of Mr B. P. Milsom, Executive Engineer, 2nd grade, State Railways, and Officiating Deputy Manager, Eastern Bengal State Railway, are lent to the Assam-Bengal Railway Company, Limited.

The 29th December, 1892.

No. 463—CORRIGENDUM.—In Public Works Department Notifications Nos 375 and 376, dated the 20th October, 1892, relative to the appointment and posting of certain Assistant Engineers from the Royal Indian Engineering College, *for* "T. H. Heap" *read* "J. H. Heap."

F. L. O'CALLAGHAN,

Secretary to the Government of India



The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 31, 1892.

Separate paging is given to this Part in order that it may be filed as a separate compilation.

PART II.

Notifications by High Court, Comptroller General, etc.

GAZETTE OF INDIA.

NOTICE.

The 31st October, 1892.

From the 19th November next, till further notice, the complete *Gazette of India* will be published at Calcutta. After the 12th November all Notifications and other matter intended for publication in the Gazette should be addressed to the Publisher, 8, Hastings Street, Calcutta.

Revised rates from 1st January, 1887.

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Applications for the supply of the *Gazette* on the *public service* should be addressed to the Home Department.

Complaints regarding non-receipt of any number of the *Gazette* should be forwarded within a week after the date on which it is due.

Attention is invited to the Circular Memo. of the Government of India, Home Department, of February 1870, directing that all Notifications or other matter intended for insertion in the *Gazette of India* should be delivered at the Publisher's Office not later than 2 P.M. on Friday afternoon, and that matter sent after that hour must be certified to be extremely urgent in order to ensure its appearance in the next day's Gazette.

Matter intended for publication in the Supplement should reach the Press not later than Thursday.

WM. ROSS,
Publisher, Gazette of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

PATENTS.

The 29th December 1892.

NOTIFICATIONS.

No. 3497 P.—Applications in respect of the undermentioned inventions have been filed during the week ending the 24th December 1892, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888:—

No 322 of 1892.—George Paton Gardner, of Hydepark, Chemical Works, Hydepark Street, Glasgow, Chemical Manufacturer, for improvements in removing and preventing scales or incrustations in steam-boilers.

No 323 of 1892.—Arthur Albert Tattersall of 31, Dixon Avenue, Crosshill, Glasgow, Scotland Engineer, for an improved brace with combined crank and ratchet action.

No. 324 of 1892—Charles Martin Samuel Rooke, Officiating Collector of Tolls, Jungipur District, Murshidabad, for a blacksmith's blower to be styled 'Rooke's Patent Blower.'

No. 325 of 1892—Roger Pye of 69, Darwen Street, Blackburn, in the County of Lancaster, England, Mill Furnisher, for improvements in appliances for moistening, heating, cooling, and ventilating factories and other buildings.

No. 326 of 1892.—Charles Hodgson of Canterbury Road, Kilburn, in the County of Middlesex, England, Engineer, for improvements in apparatus for working railway points and signals.

No. 327 of 1892.—Auguste Nieuwenhuys of 2 Rue de l'Activité, Brussels, Belgium, Engineer, for Dioptric appliances for lamps.

No. 328 of 1892.—Edward Nunan of 166, Fleet Street, City of London, England, Engineer, for improvements connected with couplings used with flexible Hose.

No. 329 of 1892.—Fritz Hansen, Electrical Engineer of Leipzig, Bendnitz, Saxony, in the Empire of Germany, for improvements in Electric arc Lamps.

No. 330 of 1892.—Hurdeo Dass and Roghumull, Iron Mongers and General Merchants, residents of Delhi, for a "Chain Pump" with contrivance of drawing water by bullocks, etc.

No. 331 of 1892.—Gerard Beekman, Lawyer, of No. 5, East 34th Street, New York, County and State of New York, United States of America, for improvements in Pickers for Cotton Harvesters.

No. 332 of 1892.—Gerard Beekman, Lawyer, of No. 5, East 34th Street, New York, County and State of New York, United States of America, for improvements in Cotton Harvesters.

No. 333 of 1892.—John Brown, Engineer, of London, England, for improvements in tea rolling machines.

No. 3498 P.—Specifications of the undermentioned inventions have been filed, under the provisions of Act V of 1888, in the Office of the Secretary appointed under the Inventions and Designs Act, 1888. Copies have been sent to the Governments of Fort St. George and Bombay, and the Chief Commissioner of Burma. A copy of every specification is open to public inspection, from 11 A.M. to 4 P.M., at the Office of the Secretary appointed under the Inventions and Designs Act, 1888, in the Imperial Secretariat Buildings, Government Place, West, Calcutta, upon payment of a fee of one rupee. A certified copy of any specification will be given to any person requiring the same on payment of the expense of copying:—

No. 320 of 1891.—Daniel Kemp West, Engineer, of 23, St. Mary Axe, in the City of London, for improvements in and connected with presses for baling cotton and other goods. (Filed 15th December 1892.)

No. 168 of 1892.—William Carey Leechman of Colombo, in the Island of Ceylon, Merchant, for plates for oil and other presses. (Filed 17th December 1892.)

No. 187 of 1892.—Theodor Jaeger of Büsum, in the Kingdom of Prussia and German Empire, Architect, for improvements in soot doors and manholes for chimneys, flues, ventilating shafts, and the like. (Filed 16th December 1892.)

No. 228 of 1892.—George Herbert Ellis, Engineer, of "Heathfield," Lansdowne Grove, Neasden, in the County of Middlesex, in England, for improvements in camp stools and the like. (Filed 16th December 1892.)

No. 275 of 1892.—William John Brewer, Civil Engineer (care of Charles Mason, Esq.), 10, Lindhurst Square, London, S.E., for improvements in antifriction wheel bearings for rotary axles. (Filed 16th December 1892.)

No. 3499 P.—The fees prescribed in Schedule 4 of Act V of 1888 have been paid for the continuance of exclusive privilege in respect of the undermentioned inventions for the periods shown against each:—

No. 63 of 1888.—John Anderson, Railway Manager, of Burnbank House, Oban, in the County of Argyll, Scotland, for improvements in apparatus for ventilating railway and other carriages. (From 11th March 1893 to 10th March 1894.)

No. 123 of 1888.—The Vacuum Brake Company, Limited, of 32, Queen Victoria Street, in the City of London, England, for improvements in or applicable to vacuum brake mechanism. (From 11th January 1893 to 10th January 1894.)

M. W. ROGERS, *Lieut.-Col., R. E.,*
Secy. under the Inventions and Designs Act, 1888.

BANK OF BENGAL—PUBLIC DEBT OFFICE.

Statement of Government Promissory Notes enfaced for payment of Interest in London, under deduction of amount re-transferred to India, and outstanding in the Books of the Bank of Bengal on the 15th December, 1892.

PARTICULARS.	3½ PER CENT. TRANSFER LOAN OF 1853-54.	4 PER CENT. LOANS — Of 1832-33.	Of 1835-36.	Of 1842-43.	Of 1854-55.	Transfer of 1865	Reduced 4 per cent Loan of 1879.	TOTAL.	4½ PER CENT LOANS — Of 1870	Of 1878.	TRANSFER LOAN OF 1879, 4½ PER CENT. PORTION	TOTAL.	TRANSFER LOAN OF 1879, SEVEN SHILLINGS PER CENT. PORTION.	5 PER CENT. LOAN OF 1856-57.	GRAND TOTAL.
Balance of 30th November, 1892	55,200	12,34,027	21,45,000	3,54,18,400	15,97,08,100	4,01,23,500	1,90,61,000	25,76,90,027	36,000	2,23,700	61,29,800	63,89,500	1,34,800	31,200	26,43,00,727
Add—															
Amount of 4/4 notes transferred to 6/4 in London .	...	...	.	...	1,000	...	..	1,000	...	...	...	...	...	...	1,000
Amount of 4/4 notes transferred to 6/4 in London .	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amount of 4/4 notes transferred to 6/4 in London .	...	...	...	...	...	..	...	...		...	...	...	...	...	...
Amount enfaced at Madras between 1st and 15th December, 1892 . .	...	...	5,000	10,600	1,06,000	2,26,000	25,600	3,73,200	...	...	59,300	59,300	...	...	4,32,500
Amount enfaced at Bombay between 1st and 15th December, 1892 . .	...	...	...	1,01,500	26,000	2,75,000	...	4,02,500	...	...	...	..	...	...	4,02,500
Amount enfaced at Calcutta between 1st and 15th December, 1892 . .	...	. .	14,500	44,500	2,25,800	78,900	23,500	3,87,200	...	...	...	...	.	..	3,87,200
	55,200	12,34,027	21,64,500	3,55,75,000	16,00,66,900	4,07,03,400	1,91,10,100	25,88,53,927	36,000	2,23,700	61,89,100	64,48,800	1,34,800	31,200	26,55,23,927
Deduct— Amount written off in the London Registers . .	...	...	1,000	1,08,600	2,35,000	73,000	10,500	7,28,100	...	..	...	...	...	...	7,28,100
Balance on 15th December, 1892	55,200	12,34,027	21,63,500	3,54,66,400	15,98,31,900	4,03,30,400	1,90,99,600	25,81,25,827	36,000	2,23,700	61,89,100	64,48,800	1,34,800	31,200	26,47,95,827

NOTE.—From 9th June, 1867, to 15th Oct. 1892, enfaced from India 8,055 lakhs; re-transferred from London 6,752 lakhs
" 16th Oct., 1892, " 31st " " ditto 8 " ditto 1 "
" 1st Nov. " " 15th Nov. " ditto 19 " ditto 34 "
" 16th " " " 30th " " ditto 3 " ditto 9 "
" 1st Dec. " " 15th Dec. " ditto 12 " ditto 7 "

8,097 lakhs. 6,803 lakhs.
6,803 "

Balance against India 1,294 lakhs.

PUBLIC DEBT OFFICE,
BANK OF BENGAL;
Calcutta, 21st December, 1892.

W. D. CRUICKSHANK,
Secretary & Treasurer.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The undermentioned candidates have passed the M.A. Examination :—

ENGLISH.

CLASS I.

In Order of Merit.

1	Sarkar, Jadunath	Presidency College.
2	Chattopadhyay, Lalitmohan	Ditto.
3	Datta, Dinanath	Ditto.
4	Bagchi, Jatindramohan	Ditto.
5	Mitra, Mahendrakumar	Ditto.
6	Bhattacharyya, Annadaprasad	Private student.

CLASS II.

In Order of Merit.

1	Mukhopadhyay, Siddheswar	Presidency College.
2	Bandyopadhyay, Albion Rajkumar	Ditto.
3	Muhammad Azizul Huq	Private student.
4	Chattopadhyay, Bijaygopal	Presidency College.
5	Ghosh, Jogeschandra	Private student.
6	Bhattacharyya, Padmanath	Dacca College.
7	Chattopadhyay, Akshaykumar	Private student.
8	De, Bipinbihari	Ditto.
9	Mitra, Upendramohan	Ditto.
10	Das, Anukulchandra	Dacca College.
11	Bhattacharyya, Ramdas	Private student.
12	Mukhopadhyay, Sureschandra	Presidency College.
13	Chattopadhyay, Lalbihari	Ditto
	Bandyopadhyay, Nanigopal	Ditto.

CLASS III.

In Order of Merit.

1	Ray, Rajendramohan	Private student.
2	Basu, Bijaykrishna	Presidency College.
3	Mukhopadhyay, Nalinikanta	Private student.
4	Datta, Annadacharan	Presidency College.
5	Mitra, Nilkrishna	Private student
6	Sarkar, Bholanath	General Assembly's Institution
7	Sadhu, Krishnalal	Private student.
	Brahmachari, Saratchandra	Presidency College.
9	Chakrabarti, Bagalaprasad	Metropolitan Institution.
10	Basu, Hemchandra	Ditto
11	Ray, Tripuracharan	Ditto.
12	Bandyopadhyay, Chunilal	Presidency College.
13	Sarkar, Debendranath	Ditto.

LATIN.

CLASS I.

Holland, Florence . . . . . Private student.

SANSKRIT.

CLASS I.

In Order of Merit.

1	Narayan Dajiba Wadegaonkar	Hislop College.
2	Misra, Ramaballabha	Sanskrit College.

ARABIC.

CLASS II.

In Order of Merit.

1	Syed Kallan	Teacher.
2	Nur Bakhsh	M. A. O. College.

PERSIAN.

CLASS III.

M. Moinuddin Ahmad . . . Private student.

HISTORY.

CLASS II.

Ray, Anukulchandra . . . Private student.

MENTAL AND MORAL PHILOSOPHY.

CLASS I.

Mukhopadhyay, Nandalal . . . Presidency College.

MATHEMATICS.

CLASS III.

In Order of Merit.

1 Sarnakar, Nagendranath . . . City College.
2 Haldar, Binodbihari . . . . Presidency College.
3 Ray, Rajanikanta . . . . Ditto.
4 Chattopadhyay, Surendranath . . Private student.

NATURAL AND PHYSICAL SCIENCE (A).

CLASS II.

In Order of Merit.

1 Mukhopadhyay, Harendrakrishna . Presidency College.
2 Sadhu, Rajendralal . . . . Hughli College.

CLASS III.

Gangopadhyay, Sidheswar . . Private student.

NATURAL AND PHYSICAL SCIENCE (B).

CLASS II.

Mallik, Indumadhab . . . . Private student.

CLASS III.

In Order of Merit.

1 Mukhopadhyay, Rakhaldas . . City College.
2 Basu, Bhupendrakumar . . . Private student.
3 Datta, Atulchandra . . . . City College.

NATURAL AND PHYSICAL SCIENCE (C).

CLASS I.

In Order of Merit.

1 Lala Digambarlal . . . . Presidency College.
2 Mukhopadhyay, Tarapada . . Ditto.
3 Biswas, Upendranath . . . Ditto.
4 Ghosh, Surendranath . . . Ditto.

W. GRIFFITHS,
Offg. Registrar.

SENATE HOUSE,
The 26th December, 1892.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE CALCUTTA UNIVERSITY.

The undermentioned candidates have passed the B.L. Examination :—

CLASS I.

In order of merit.

1.	Biswas, Gopalchandra	Ripon College.
2.	De, Satischandra, No. II.	Ditto.
3.	Khan, Saratchandra	Ditto.
4.	Mukhopadhyay, Paradakinkar	Metropolitan Institution.
5.	Chattopadhyay, Jyotiprasad	Ripon College.
6.	Mitra, Narendranath	Metropolitan Institution.

CLASS II.

In order of merit.

1.	Mukhopadhyay, Satischandra, No. I	Ripon College.
2.	Sarkhel, Harakumar	City College.
3.	Mitra, Abinaschandra	Metropolitan Institution.
4.	Kumar, Charuchandra	Ditto.
5.	Biswas, Kunjabihari	City College.
6.	Niyogi, Hemkumar	Ripon College.
7.	Bhaumik, Rasiklal	Ditto.
8.	Bandyopadhyay, Jnanranjan	Metropolitan Institution.
	Sen, Adharnath	Ditto.
10.	Das, Satyendranath	Ditto.
11.	Ghosh, Manmathanath	Ditto.
	Sen, Girischandra	Ripon College.
	Tiwari, Srischandra	Metropolitan Institution.
12.	Basu, Hariprasad	Ditto.
	Shaikh, Mohomed Abdul Majid	Patna College.
	Jagannath Saran	Ditto.
17	Bandyopadhyay, Gopalchandra	Ripon College.
18.	Sen, Annadacharan	Metropolitan Institution.
	Datta, Manindrakrishna	Ditto.
	Gangopadhyay, Jaygopal	Patna College.
19.	Maitra, Haridas	Ditto.
	Chakrabarti, Indubhushan	Ripon College.
	Bagchi, Kailaschandra	Ditto.
23.	Mukhopadhyay, Bagalananda	Ditto.
	Chaudhuri, Kalachand	Metropolitan Institution.
26.	Kumar, Prankrishna	Ditto.
27.	Chakrabarti, Trailokyanath	Ripon College.
	Krishnabullubh	Patna College.
29.	Ghosh, Bipinbihari	Metropolitan Institution.
	Chattopadhyay, Sriram	City College.
31.	Chakrabarti, Ramchandra	Metropolitan Institution.
32.	Niyogi, Sasikumar	Ripon College.
33.	Sinha, Lakshminarayan	City College.
	Chakrabarti, Rajaninath	Metropolitan Institution.
	Ahmadullah	Ripon College.
	Bandyopadhyay, Anukulchandra	Ditto.
35.	,, Nibaranchandra	Ditto.
	De, Brajendrakumar	Metropolitan Institution.
39.	Izad Bakhsh	Hughli College.
40.	Sen, Akshaykumar	Dacca College.
	Ghosh, Jaygopal	Ripon College.
	Mukhopadhyay, Ramjiban	Ditto.
41.	Dassinha, Bipinbihari	Hughli College.
	Ghosha, Bhupendrasri	City College.
45.	Datta, Jnanendramohan	Ditto.
	Raychaudhuri, Purnachandra	Ripon College.
	Sarkar, Manmathanath	Ditto.
46.*	Basu, Baradaprasad	Ditto.
	Bandyopadhyay, Kalipada	Metropolitan Institution.
	Bhan Sahib Subhedar	Morris College.
51.	Chakrabarti, Kasichandra	Dacca College.
	Ray, Baradakanta	Ripon College.
52.	Datta, Atulchandra	City College.
	Bhattacharyya, Arunoday	Ripon College.
	Hajra, Ramdas	Metropolitan Institution.
55.	Chakrabarti, Rasikchandra	City College.
	Gupta, Haranchandra	Ripon College.

58.	Bhagavati Sahay	T. N. Jubilee College.
	Ghosh, Saratchandra	City College.
60.	Mukhopadhyay, Nalinikanta	Ripon College.
	Ukil, Tarakchandra	Dacca College.
62.	Manikji Merwanji Mullna	Morris College.
	Ghosh, Manmohan	City College.
64.	Bandyopadhyay, Matilal	Ripon College.
65.	Ghosh, Hemchandra	Metropolitan Institution.
	Mukhopadhyay, Mahendranath	City College.
	Chaudhuri, Kumudnath	Ripon College.
68.	Ghosh, Umeschandra	Metropolitan Institution.
	Mitra, Amritalal	Ripon College.
	Bhar, Benimadhab	Metropolitan Institution.
	Maitra, Hemantakumar	Berhampur College.
	Ramchandra Balkrishna Wewaharey	Morris College.
	Ghosh, Taraknath	Ripon College.
74.	Bagchi, Satyendranarayan	Ditto.
75.	Amir Ali	City College.
76.	Datta, Atulkrishna	Ripon College.
	Guha, Mukundanath	Metropolitan Institution.
78.	Sen, Mahendrakumar, No. II.	Dacca College.
79.	Mukhopadhyay, Aswinikumar	Patna College.
80.	Ray, Girindralal	Metropolitan Institution.
81.	Syed Gholam Darwash	Patna College.
	Mitra, Rameschandra	Metropolitan Institution.
	Thakurprasad S. Varma	Morris College.
	Rudra, Rajanikanta	Ripon College.
85.	Ghosh, Hiralal	City College.
	Soobh Narayan	Patna College.
87.	Adya Prasad	Ditto.
	Chakrabarti, Rasikbihari	Ripon College.
	Raghunath Ramchandra Buldeva	Morris College.
90.	Gupta, Bhubanmohan	Metropolitan Institution.
91.	Datta, Debendranath	Ripon College.
92.	,, Chandicharan	Hughli College.
93.	Ray, Rajendranarayan	Ripon College.
94.	Chakrabarti, Saratchandra	Victoria College, Cooch Bihar.
	Bandyopadhyay, Satischandra	Metropolitan Institution.
	,, Herambachandra	Ditto.
	Majumdar, Harinath	Ripon College.
98.	Bhattacharyya, Nandalal	Hughli College.
	Majumdar, Asutosh	Rajshahi College.
	Deb, Anandakisor	Ripon College.
101.	Sarkar, Abhaycharan	Metropolitan Institution.
	Ghosh, Surendrachandra	Ripon College.
103.	Hui, Nibaranchandra	Metropolitan Institution.
104.	Maniruddin Hyder	T. N. Jubilee College.
	Ghosh, Satischandra	Ditto.
	Syed Ali Hassan	Ditto.
	Datta, Sashibhushan	Ripon College.
	Ghosh, Gopalchandra	Ditto.
	Datta, Aswinikumar	Dacca College.
110.	Ray, Dolgobinda	Metropolitan Institution.
	Daitari Prasad Sankhua	Morris College.
	Nandi, Jagatchandra	Dacca College.
113.	Chattopadhyay, Abinaschandra, No. I	Ripon College.
	Bandyopadhyay, Madhusudan	Metropolitan Institution.
	Dajee Jairam Panday	Morris College.
	Muhammad Tahir	Ripon College.
117.	Chattopadhyay, Jogeschandra	Hughli College.
	,, Rajendranath	Ripon College.
119.	Thakur Radhakrishna	Berhampur College.
	Mukhopadhyay, Gopalchandra	Metropolitan Institution.
	Chaudhuri, Rakhaldas	Ditto.
	Raychaudhuri, Paresnath	Ditto.
	Mitra, Gopalchandra	Ripon College.
	,, Kiranlal	Ditto.
	Ray, Asutosh	Ditto.
126.	Maitra, Piyarimohan	City College.
	Chaudhuri, Madanmohan	Ditto.
	Ghosh, Dasarathi	Ditto.
	Sengupta, Krishnakumar	Ditto.
	Mitra, Satischandra	Ripon College.
131.	De, Bipinbihari	City College.
132.	Das, Ramprasad	Victoria College, Cooch Bihar.
	Basu, Asutosh	Metropolitan Institution.

134.	Raychaudhuri, Paresnath	City College.
	Gangopadhyay, Bamacharan	Ripon College.
136.	Basu, Manmathanath	Ditto.
137.	Dowerah Krishnaprasad	City College.
	Mitra, Sureschandra	Ditto.
	Ray, Brajendranath	Metropolitan Institution.
	Dhar, Priyanath	Ripon College.
	Basak, Radhaballabh	Dacca College.
142.	Raymaulik, Binodbihari	Victoria College, Cooch Bihar.
	Bandyopadhyay, Debendranath	Ripon College.
	Chattopadhyay, Satkari	Ditto.
	Fakhruddin	Patna College.
146.	Ray, Dewanchandra	Hughli College.
	Bandyopadhyay, Sasibhushan	Ripon College.
	Adhikari, Kesablal	Ditto.
	Bandyopadhyay, Nilratan	Ditto.
	Beni Prasada	Patna College.
	De, Satischandra, No. I	Ripon College.

W. GRIFFITHS,
Offg. Registrar.

SENATE HOUSE,
The 26th December 1892.

ORDERS BY THE VICE-CHANCELLOR AND SYNDICATE OF THE UNIVERSITY OF CALCUTTA.

The following dates have been fixed for the Medical, Engineering, M.A., B.L., Honours in Law, and Premchand Roychand Studentship Examinations of 1893:—

Preliminary Scientific L.M.S., First and Second L.M.S. Examinations, and the re-examination of unsuccessful Second L.M.S. candidates of previous years on Wednesday, the 1st March, and following days.

Re-examination of unsuccessful candidates at the ensuing Second L.M.S. Examination on Monday, the 20th November, and following days.

Preliminary Scientific M.B., First and Second M.B., M.D, and F.E. Examinations on Monday, the 24th April, and following days.

L.E. and B.E. Examinations on Monday, the 10th July, and following days.

M.A., B.L., Honours in Law, and Premchand Roychand Studentship Examinations on Monday, the 20th November, and following days.

W. GRIFFITHS,
Offg. Registrar.

SENATE HOUSE,
The 24th December 1892.

BANK OF BENGAL.

Statement of the Affairs of the Bank of Bengal for the week ending 27th December, 1892

LIABILITIES.	R	a.	p.	ASSETS.	R	a.	p.
Capital paid up	2,00,00,000	0	0	Government Securities	54,34,400	0	0
				Other authorized Investments	61,93,952	4	0
Reserve Fund	48,00,000	0	0	Loans on Government and other authorized Securities	1,06,63,944	14	3
Public Deposits at Head Office R 74,02,936 a. 3 p. 10; Public Deposits at Branches 67,07,229 0 10	1,41,10,165	4	8	Accounts of Credit on Government and other authorized Securities	92,98,969	3	2
				Bills discounted and purchased	2,50,15,711	3	9
				Balances with other Banks	10,75,391	14	10
				Bullion	32,297	9	0
				Dead Stock	12,38,253	10	1
				Stamps	9,650	7	3
				Sundries	18,03,900	3	10
					6,07,71,471	6	2
Other Deposits at Head Office and Branches	5,47,41,124	9	9	Cash and Currency Notes at Head Office R 1,14,88,514 a. 7 p. 4; Cash and Currency Notes at Branches 2,49,71,342 14 3	3,64,59,857	5	7
Bank Post Bills, etc.	2,86,778	2	8				
Sundries	32,93,260	10	8				
RUPEES	9,72,31,328	11	9	RUPEES	9,72,31,328	11	9

BANK OF BENGAL,
Calcutta, the 29th December, 1892.

E. J. BIRCH,
Offg. Chief Accountant.
Rate for Demand Loans 5 per cent.
Percentage 50·3.

By Order of the Directors,
W. D. CRUICKSHANK,
Secretary and Treasurer.

H R

CALCUTTA MINT.

NOTIFICATION.

List of coins acquired under the Indian Treasure Trove Act and available for sale to Numismatists (Home Department Resolution No. 46—1668-82, dated 9th October, 1884).

Register No.	DESCRIPTION.	Metal.	Value of each coin.	Number of coins available for sale.	REMARKS.
			R a. p.		
	FOUND IN THE GUJRANWALLA DISTRICT.				
	Old Mogul Rupees.				
195	Muhammad Shah Badshah Ghazi Type	Silver .	2 0 0	22	These coins will be available for sale up to and not later than the 27th December, 1893.
196	Muhammad Shah Shahib Qirán Type	Do. .	2 0 0	27	
197	Farrokh Siyer . . .	Do. .	2 0 0	6	
198	Aurangzib	Do. .	2 0 0	5	
	FOUND IN THE BALAGHAT DISTRICT.				
	Old Mogul Rupees.				
199	Akbar	Silver .	2 0 0	2	
200	Aurangzib Type I . .	Do. .	2 0 0	26	
201	Shajehan Type I . .	Do. .	2 0 0	21	
202	Ditto Type II . .	Do. .	2 0 0	2	
203	Ditto Type III . .	Do. .	2 0 0	6	

CALCUTTA MINT,
The 29th December 1892.

A. W. BAIRD, *Lieut.-Col. R E.,*
Master of the Mint.

CALCUTTA MINT.

Statement of Silver Balance in the Calcutta Mint for the week ending 28th December, 1892.

	R	R
Value of silver held in the Mint on account of the Currency Department on the evening of the 21st December, 1892 . .	32,34,472	
Value of Government silver in the Mint on the same date .	28,12,507	
ADD—		60,46,979
Silver received by the Mint during the week on account of the Currency Department	2,18,536	
Ditto ditto Government	63	
		2,18,599
DEDUCT—		62,65,578
New coin paid to Reserve Treasury during the week .	1,00,000	
Petty items issued for miscellaneous purposes . . .	...	
		1,00,000
Balance on the evening of the 28th December, 1892 . .	...	61,65,578
The Balance comprises—		
Silver held in account of the Currency Department .	31,83,294	
Ditto ditto Government	29,82,284	
		61,65,578
There is in addition awaiting assay—		
Bullion belonging to Private Individuals . . .	...	
Ditto ditto Government	...	
		...

A. W. BAIRD, *Lieut.-Col., R.E.*,
Master of the Mint.

CALCUTTA MINT,
The 29th December, 1892.

SURGEON-GENERAL WITH THE GOVERNMENT OF INDIA.

NOTIFICATION.

Simla, the 14th December, 1892.

No. 28.—The undermentioned Assistant Surgeon, of the Imperial Establishment, having passed the prescribed examination, is promoted to the next higher grade, with effect from the date specified :—

Present rank.	Name.	Grade to which promoted.	With effect from
2nd grade	Omesh Chunder Mittra, M.B.	1st grade .	1st November, 1892.

J. T. W. LESLIE, *M.B.*,
for *Surgeon-General with the Govt. of India.*

• AGENT TO THE GOVERNOR-GENERAL AND CHIEF COMMISSIONER IN BALUCHISTAN

NOTIFICATION.

Quetta, the 20th December, 1892.

No. 7987.—Consequent on the appointment of Lalla Tola Ram, Tahsildar, 1st grade, to officiate as an Extra Assistant Commissioner in Zhob, the following promotions are made in the graded list of Tahsildars and Munsiffs, with effect from the date on which Lalla Tola Ram is relieved at Sibi :—

(1) Pandit Nand Lall, Munsiff, 2nd grade, to officiate as Munsiff, 1st grade.

(2) Kazi Mozaffar Khan, Tahsildar, 3rd grade, to officiate as Tahsildar, 2nd grade.

(3) Munshi Amar Singh, Tahsildar, 4th grade, and Tahsildar of Barkhan, to officiate as Tahsildar, 3rd grade, and Tahsildar of Sibi.

(4) Lalla Udhebhan, Head Clerk in the Office of the Assistant Commissioner and Assistant Political Agent, Loralai, is appointed to officiate as a Tahsildar, 4th grade, and Tahsildar of Barkhan, during the absence of Munshi Amar Singh, or until further orders.

By Order,

W. STRATTON, *Captain*,
First Assistant.

AGENT TO THE GOVR.-GENERAL IN BALUCHISTAN.

NOTIFICATION.

Quetta, the 17th December, 1892.

No. 7906.—With reference to Notification No. 5473, dated the 9th September, 1892, Sheikh Abdul Rahman Native Assistant at the Khojak, returned from privilege leave and resumed charge of his duties from Khan Bahadur Ahmad Yar Khan on the forenoon of the 1st December, 1892.

By Order,

W. STRATTON, *Captain*,
First Assistant.

AGENT TO THE GOVERNOR-GENERAL, RAJPUTANA.

NOTIFICATIONS.

Abu, the 20th December, 1892.

No. 4686-G.—Third class Hospital Assistant Nagesh Keshav Kilkar, attached to the Charitable Dispensary, Abu, assumed medical charge of the Magistracy Jail and the Detachment, Erinpura Irregular Force, stationed at Abu, on the afternoon of 2nd November, 1892, from first class Hospital Assistant Ashgar Ali Khan.

No. 4687-G.—First class Hospital Assistant Ashgar Ali Khan, attached to the Rajputana Agency Hospital, assumed medical charge of the Detachment, Merwara Battalion, forming the escort of the Agent to the Governor-General, Rajputana, on the forenoon of the 8th November, 1892.

The 23rd December, 1892.

No. 4716-G.—It is hereby notified that Major E. D. F. Bignell took over charge of the office of

2nd Assistant to the Resident, Meywar, from Captain C. H. Dawson, on the forenoon of the 4th December, 1892.

By Order,

L. S. NEWMARCH, *Captain,*

First Asst. Agent to the Govr.-Genl., Rajputana.

CHIEF COMMISSIONER OF AJMERE-MERWARA.

NOTIFICATION.

Abu, the 20th December, 1892.

No. 1291—562.—Munshi Imam-ud-din, Revenue Extra Assistant Commissioner, Ajmere-Merwara, is granted six weeks' privilege leave, with effect from the 2nd January, 1893.

By Order,

L. S. NEWMARCH, *Captain,*

First Asst. to the Agent, Govr.-Genl., Rajputana, & Chief Commr., Ajmere-Merwara.

REPORT OF DESERTION.

Report of a Deserter or Absentee without leave, from the 1st Battalion, Gordon Highlanders, Regiment of Highlanders, dated at Umballa this 27th day of December, 1892.

Number, Rank, and Name,—No. 4038, Private Walter Woodford

Age,—27 years 1 month

Height,—5 feet 8¼ inches

Colour of—
Complexion, fresh; Hair, brown; Eyes, blue.

Trade,—Seaman.

Date of Enlistment,—27th March, 1888.

Place of Enlistment,—Winchester.

Parish and County in which Born,—Yarmouth, in Newport, Isle of Wight.

Date of Desertion or absence,—24th December, 1892

Place of Desertion or absence,—Umballa, Bengal.

Marks,—Small scars over right shoulder blade and knee; faint tattooing on front of right forearm; slightly knock-kneed and splay-footed; an abrasure of skin on right cheek and chin, and probable black eye caused through fall on day of absence; has high cheek bones and slight protruding lips.

Under 5 years' service.

T. S. GILDEA, *Lt.-Col.,*

Commdg 1st Bttn., Gordon Highlanders.

NOTICES.

All communications relating to the Inventions and Designs Act, 1888, including Applications and Specifications, should be addressed to the Secretary, Revenue and Agricultural Department, AT CALCUTTA.

M. W. ROGERS, *Lieut.-Col., R E.,*

Secy. under the Inventions and Designs Act.

The Office of the Secretary under the Inventions and Designs Act, 1888, is open for the transaction of business on all days (except Sundays and Gazetted Holidays) from 11 A.M. to 4 P.M.

M. W. ROGERS, *Lieut.-Col., R.E.,*

Secy. under the Inventions and Designs Act, 1888.

POST OFFICE.

NOTIFICATIONS

Calcutta, the 29th December, 1892.

No. 12388.—Mr. R. H Kelly, Superintendent of Post Offices, 1st grade, and Personal Assistant to the Post Master General, Bengal, is granted privilege leave for one month from the 10th December, 1892.

A. U FANSHAWE,

Dir.-Genl of the Post Office of India.

Unclaimed Letters held in the Calcutta General Post Office on 27th December, 1892

Buckley, Mrs. E. (M D.).
Caiman, Dr. G. W.
Croft & Co
Foucher, Miss Flora
Frederic, Fr.
Handel, Paul.
Hardaker, R. G.
Hardy, F B
Harris, Miss Lloyd.
Hawke, Lord.
Heath & Co., J. J.
Horn Baron, V.
Henning Lopp sh and Hoffman
Lamille, G., & Co
Landers, W. G.
Larmour, R.
Lawson, C., & Co.
Lee, Thos., Capt.
Morris, J B
Morton, Mrs. L
Pakenham, J. A
Patterson, A. B.
Pennicott, E.
Rantenberg, Martin.
Rodgers & Co.
Scott, J D.
Stock, G.
Toulmin, Hon'ble R.
Tulloch & Co.
Universal Import Society.
Varley, H
Vepan A. S.
Wedden, S. Van

Letters marked "Care of Post Office"

Abbs Cooper, Miss.
Addis, A
Allen, C. H.
Andrews, H. M
Archord, H A.
Augustine, S. M.
Barnett, R. M.
Barrington, E.
Bartlett, J I.
Bell, J. Hyslop
Bentley, Mrs. Walter.
Berry, E. B., Mrs.
Blakie, T.
Bradley, John
Brown, H. Taylor.
Brewer, Thos.
Brown, M.
Bryden, Mrs. Edward.
Bull, W.
Callingwood, Mrs.
Cartwright, S. W.
Champher, M.
Clark, Rev F. E.
Conolly, C. A.
Cook, S G
Courjon, Miss.
Crawford, H. E.
Crawley, Mrs. C. E.
Crawley, John G.
Cross, J. C.
Deamrolais, Mr.
DeSouza, A. S. R.
Deussen, Dr.
Dickson, Sam.
Dillany, Mr.
Douglas, G. P. Home.
Drew, Thos. M.
Drummond, G.
Dwyer, Dr. M. O.
Forsyth, Mrs.
Forsyth, Dr.
Foster, H. E.
Freeling, Clayton.
Galloway, R. M.
George, J., Esq.
Grace, Mrs
Gray, Mrs I.
Green, Alfred B.
Grove, Frank
Hamilton, F.
Harwood, H
Harris, Miss E. L
Haugh, A
Hayes, Miss Alice
Hellelc, Mrs
Hennessy, A.
Houston, U. K.
Isaacs, Elias H
Johnson, Miss Cissie
Johnston, Mrs
Kane, R J
Kidd, Dr C. E.
Laure, I M
LeFeuvre, John.
Lee, J. H
Lea, J. W
Leslie, W
Leslie, Morice
Longmate, Sergeant
Lynch, C. P
Lyons, B.
Macaulay, Capt M.
Maclan, F. H
Madge, A.
Mann, John.
McDonald, D. M K.
McCartie, Surgeon Major
McCartney, John.
Medd, G. H.
Meldegg, Baron, R V
Merz, Charles.
Mittai, C H, Mrs.
Molesworth, Mrs. W. F
Monteab, J. H.
Muir, Arthur.
Murphy, J. C
Murphy, C. S.
Murphy, M. F.
Murphy, C. E.
Naylor, Mrs. H. A.
Nellock, Mrs Marie.
Newington, Mrs.
Olliver, F C.
Ottor, S D.
Purrott, General B.
Peatling T. H.
Photographic Apparatus Manufacturer
Platt, Heylzn.
Platt, H J H.
Rankin, James.
Rainey, H J.
Reichlin, Baron.
Roberts, Mrs
Roberts, Mrs R.
Robertson, Mr.
Rocht, Lvald.
Roggs, C W.
Saxby, Frank.
Schmidt, H., Esq.
Shaw, Mrs.
Shillingford, Mrs.
Sillhengst, Franz.
Slack, J H.
Skinner, G F. C.
Smith, T. D
Spalding, W H.
Solm, Mrs M.
Stack, Mr.
Stanislaus, W.
Summers, Mr. T.
Swetenham, E., Col.
Taylor, Wm.
Teale, F. S., Lt.-Col. (care of W. Carter).
Thompson, L.
Vandort, M. A.
Van Opstal, L. S.
Walher, H. R.
Walker, H. deR.
Ward, G. W.
Wichmann, Baron.
Woods, Vernon.
Yong Heer, H. de.

Registered Letters.

Breimeier, W., & Co.
Duchit, Henri.
Gay, R.
Gregory, John.
Jones, F. H., Esq.
Jones, J.
King, C. M.
Newington, D.
Patterson, A. B.

Unclaimed Letters held in the Bombay General Post Office.

Alexander, H. N.
Airy, W.
Allen, D.
Abosa, Alian.
Bulkelly, Mrs.
Beale, H. F.
Bowen, R.
Birrell, J. T.
Bergesed, Mrs.
Bahlke, C., Revd.
Barboza, P.
Behan, L., Mrs
Bacheka, Chanor A.
Bishop of Travancore.
Branstein, R.
Bun, Chal V. D.
Bradley, W. A.
Badfoot, H., Captn.
Baker, F. Z.
Baird, Mrs.
Crux, J.
Clark, F. E., Revd. D. D.
Courtney, G. E.
Crawford, H. E.
Corrya, H. S.
Catama, M. C.
Campbell, A. S., Miss.
Crawe, G. R.
Conolly, Ch. A.
Cruz, J.

Unclaimed Letters held in the Bombay General Post Office—contd.

Clifford, N. F.
Carpenters, Mrs.
Cluley, F., Mrs.
Damoy, C.
DeCroix, J., Madame.
Devore, Miss.
Dundas, C. L.
Dawes, M. L. C. S.
Deop, F.
Deuji, F.
Ellis, A. H.
English, T.
Essen, E., Miss.
Etherempton, Sergt. B.
Ernest.
Eddis, A. S., Mrs.
Faulkner, G., Miss.
Firth, A. C.
Fairbanks, A.
Faulkner, W. A.
Fergusson, E. Gustan P. C.
Fabian, George.
Fieldhouse, A., Mrs.
Grumberg, W.
Gilespie, W., Mrs.
Grand, Mrs.
Ghertness, L.
Groff, T.
Galdenberg, T.
Graves, J. H.
Greathed, E.
Godfrey, S., Mrs.
Geddis, W.
Hall, H.
Hall, R. M.
Hunt, N. L. A.
Hornstein, I.
Hopkins, J. H., Mrs.
Hudson, W. H.
Honraj Ramjee.
Hancock. A.
Heaton, J. H.
Heine, H.
Heine, L., Madame.
Hosking. E.
Hutton, Mrs.
James, J. R.
Ibbetson, D. C. J., C.S.
Jeck, C.
Jawahi Ram.
John, A.
James.
Jiffris, W. F.
Karopodi Ananthya.
Kirk, L., Mrs.
Kinloch, C. W.
Kulsoon Aya.
King, H. G.
Koch, G.
Kokein, H.
Kelly, H. E., Dr.
Keppler, Revd.
Leor, G., Mons.
Lahiff, H. B., Corpl.
Lessen, Mrs.
Leonardi, F.
Lang, R. S. M., Col.
Lugard, E. J., Col.
Lovenson, F.
Lascilles, J. H.
Lasceller.
Levick, A.
Murray, E. E. R. M. S. I.
Mascarenhas, A.
McDonald, W. J.
Mills, D.
Mariceburk, J.
Marse, I. S. B.
Mahomed, Bukhs.
Manning, T. A.
Mangesha Ram.
Morris, T. W.
McDermott, E., Mrs.
Moodlier, K. V.
Moolki Ram Rao.
Mehal Khan.
Mereditle, F.
McDermott, A.
Moritz, S.
Moose, F., Miss.
Merz, Ch.
Mitchell, R.
Matta, D. A.
Moqa, S.
Naylor, W.
Narayma Mevon.
Naraitle, L. J.
OBrian, A.
Oclaneman and Coy.
Phillipbs, W. J.
Pereira, Miss.
Peekin, J. A.
Peterson, C. H. P.
Pawis, Mrs.
Prosperi, L.
Pearson, A., Mrs.
Ahmed Pascha.
Peterson, C. H.
Prewett, J.
Ronund, M.
Revilliod.
Roberts, R. T.
Rigozzi, G.
Rinkell, F.
Ruli, A.
Ramsay Cat. H.
Rossell, C. H.
Ray, H.
Reid, W. H.
Szechenizi, H. A. G.
Styan, H., Mrs.
Stewart, A.
Sukon, I. C.
Schelboin, T. W.
Sircar, I. C.
Skelhorn, J. W.
Schnider, F., Mrs.
Sinclair, W. T.
Southgate, P.
Szichensi, C. A.
Sankar, I. C.
Spencer, C. G.
Stevens, W. T.
Shaw, H.
Schnider, F., Mr.
Sadd, H.
Schrader, O.
Styan, H., Mrs.
Stoddworth.
Shaw, A., Mrs.
Spencer, J.
Stenberg, A.
Sharplin, A. C.
Szechenji, A. A.
Skelhorn, J. W.
Sutherland, D.
Stephenson, T.
Thomson, J.
Touse, Mr. E. B. B.
Tobak, A.
Tweedin, J.
Thomas, C.
Temel Dera, Miss.
Townsend, E. S.
Thomson, A. F.
Treymnine, T.
Trena, J.
Thomson, W. F.
Tebuldi, Mrs.
Vera Swamy, B.
Vaz, D. P.
West, D. K.
Welch, E. F.
Wood, Mrs.
Wali Mahomed
Walsening, Revd. J.

Unclaimed Letters held in the Barrackpore Post Office on the 19th December, 1892

Mason, E. C.
Mills, M.
Nicholls, J.
Palmer, Mrs.
Salmon, M. D.
Turner, W.
Walsh, C. A.

E. HUTTON,
Presidency Postmaster, Calcutta.

The 31st December, 1892.

SEA AND FOREIGN MAILS.

Mails for	Date of closing at Calcutta.	Route by which despatched.
	1893.	
Egypt, Europe, America, Cape Colonies through United Kingdom.	4th Jan.	Per P. and O. Steamer from Bombay.
Ditto (Book Post and Pattern Packets).	3rd "	Ditto.
Ceylon, Straits Settlements, Netherlands India, Labuan, Bankok (Siam), Philippine Islands, China, and Japan.	9th "	Ditto.
Australia, New Zealand, and Tasmania.	9th "	Ditto.
Straits, China, and Japan . .	7th "	Per Steamer *Wingsang*.
Rangoon and Moulmein	3rd "	Per Steamer *Canara*
Rangoon, Moulmein, Penang, and Singapore.	6th "	Per Steamer *Pentakota*.
Akyab, Kyaukpyu, Sandoway, and Rangoon.	4th "	Per Steamer *Kistna*.
Port Blair	12th "	Per Steamer *Shahjehan*.
Mauritius	6th "	*Viâ* Tuticorin and Colombo.

N. B.—The letter-box for Inland articles (including articles for Burma and Port Blair and for Ceylon by land route) will be cleared for the last time for articles without the late-fee at 7 P.M. precisely, after which hour Inland letters and papers, fully prepaid and bearing an extra postage stamp of half anna, will be received up to 7-30 P.M.

On the da of despatch of the Mail for Europe, the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 8-30 P.M., and late letters and papers will be received up to 9 P.M. On other days the letter-box for Foreign articles will be cleared for the last time for articles without the late-fee at 7 P.M., and Foreign letters and papers fully prepaid bearing an extra stamp of 4 annas will be received up to 7-30 P.M. for despatch by any Foreign Mails despatched the same night.

E. HUTTON
Presidency Postmaster, Calcutta.

REDUCTION IN PRICE OF CINCHONA FEBRIFUGE.

From 1st April, 1891, and until further orders, Cinchona Febrifuge can be purchased by all Government officers and by any one taking ***ten pounds*** at a time, from the Superintendent, Botanic Garden, Calcutta, at the following rates—four-ounce tin, *R2-8*; eight-ounce tin, *R5*; one pound tin, *R10*. The general public can be supplied by the Superintendent, Botanical Garden, ***for cash only*** at the undernoted rates—per four-ounce tin, *R3*; per eight-ounce tin, *R6*; per pound tin, *R12*. This medicine is also sold by the principal European and Native druggists in Calcutta. Postage, four annas per four-ounce tin, eight annas per eight-ounce tin, and twelve annas per pound tin, in addition to the foregoing rates.

জ্বরঘ্ন সিনকোনার মূল্য কম করণ।

১৮৯১ সালের এপ্রেল মাসের ১লা তারিখ অবধি যাবৎ অন্য আজ্ঞা না হয় তাবৎ কলিকাতার বোটানিকেল গার্ডনের অর্থাৎ কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের নিকট গবর্ণমেণ্টের কর্ম্মচারিগণ এবং অপর কোন ব্যক্তি এক কালীন দশ পৌণ্ড ক্রয় করিলে নিম্নলিখিত হিসাবে জ্বরঘ্ন সিনকোনা পাইবেন অর্থাৎ চারি ঔন্স টিন ২॥০ টাকায়, আট ঔন্স টিন ৫৲ টাকায় ও এক পৌণ্ড টিন ১০৲ টাকায় পাইবেন। সর্ব্ব সাধারণে কোম্পানির বাগানের সুপারিন্টেণ্ডেণ্টের, নিকট নগদ মূল্য দিলে এই এই হিসাবে অর্থাৎ চারি ঔন্স টিন ৩৲ টাকায়, আট ঔন্স টিন ৬৲ টাকায় এবং এক পৌণ্ড টিন ১২৲ টাকায় পাইতে পারিবেন। কলিকাতার প্রধান প্রধান ইউরোপীয় ও দেশীয় ঔষধ বিক্রেতাগণও এই ঔষধ বিক্রয় করিয়া থাকেন। উপরোক্ত দর ছাড়া চারি ঔন্স টিনের ।০, আট ঔন্স টিনের ॥০ ও এক পৌণ্ড টিনের ৸০ ডাক মাশুল দিতে হইবে।

REDUCTION IN THE PRICE OF THE PURE SULPHATE OF QUININE

Manufactured at the Bengal Government Cinchona Plantation.

On and after 1st April, 1891, the price of this Quinine will be as follows:—

1 Pound tin, R16, or, post free, R16-12.
½ " R 8, " R 8-8.
¼ " R 4, " R 4-8.

Analysis shows this Quinine to be of the purest manufacture; and it is guaranteed to be free from wilful mixture with the inferior alka-

loids Cinchonine and Cinchonidine. It is for sale only to Government officers, and only for cash, and may be had from the Superintendent, Botanic Garden, Seebpore, near Calcutta. It can be had either white or coloured pink.

বঙ্গদেশের গবর্ণমেণ্টের সিন্‌কোনা আবাদে প্রস্তুত
বিশুদ্ধ কুইনাইনের মূল্য কম করণ ।

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The Gazette of India.

PUBLISHED BY AUTHORITY.

CALCUTTA, SATURDAY, DECEMBER 31, 1892.

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MATHURA PRASAD PANDAY,
alias
BABUA PANDAY.

BENGALI TOLA,
BENARES CITY,
The 4th December, 1892.

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J. H. CONDON, M.D., *Executor,*
for the Executors of the Estate of the late Dr. H. S. Smith, viz.,
A. B. PATTERSON, C S.
J. H. CONDON, M.D.

MUSSOORIE,
The 6th December, 1892.



SUPPLEMENT TO

The Gazette of India.

No. 53.} CALCUTTA, SATURDAY, DECEMBER 31, 1892.

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GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weather Review of India for the week ending at 8 a.m. on Saturday, December 18th, 1892.

During the week under review the weather has been feebly unsettled over a considerable part of the Indian region, and at different times two slight depressions appeared, one over North-Western and one over Southern India. Both depressions occasioned some rainfall in their neighbourhoods and both modified to a certain extent the general distribution of pressure, but neither was sufficiently important to occasion any considerable change. Throughout the whole week pressure remained steadily highest over Northern and steadily lowest over Southern India. From day to day the pressure differences between these two regions changed considerably, but the main feature of the distribution was unaltered. The winds were consequently on the whole anticyclonic, blowing from north-west down the Gangetic Plain, from north over the Bay area and from east over the west of the Peninsula. On the occasion of the appearance of the two depressions, noticed above, cyclonic movements were developed around them, but these winds were purely local. The weather was generally cooler than usual, the cloudy state of the sky resulting from the unsettled conditions producing low day temperatures very generally.

On the 11th pressure was rising almost everywhere. Pressure was highest over the Punjab, Rajputana and Central India, and lowest in Ceylon. The weather was undisturbed, and while calms and variable breezes prevailed over a large part of Northern India, the normal anticyclonic circulation was reported elsewhere. There was very little cloud and no rain anywhere. On the 12th the barometer was still rising everywhere, and the general conditions and distribution were unchanged. Gradients were moderately steep over the Bay and the west of the Peninsula. The winds were also unaltered. The sky was more cloudy very generally, but again no rain was reported from any station. On the following day, the 13th, the barometer had commenced to fall except over North-Western India and Lower Burma where the rise still continued. The distribution of pressure was unchanged, readings remaining highest over North-Western India and lowest in Ceylon, uniform over Northern India, but with rather large differences over the Bay and the west of the Peninsula. Calms prevailed in the north, northerly winds over the Bay, and easterly winds over the west of the Peninsula. There was again a fair amount of cloud, but less than on the preceding day. There was no rain. On the 14th the barometer was falling everywhere except Tenasserim, the change being brisk over North-Western India and Baluchistan. Readings were highest over the north-west of the Punjab, but from the barometric fall along the frontier it appeared that the weather was unsettled in that region and a few drops of rain had fallen at Cherat. The winds were generally unchanged and there was a good deal of cloud over a large part of Northern India. The chart of the 15th showed that pressure was increasing except in the north of the Punjab where a fall was taking place. Pressure was high and very uniform over Northern India, decreased southward, and was lowest in Malabar. The wind was rising in force on both sides of the Bay, and rain had begun to fall at Madras showing that an area of feebly unsettled weather was crossing the Bay. On the 16th the barometer was falling over the region represented by the stations of Roorkee, Dehra Dun, and Mussurie, and also over the centre of the Peninsula, but was rising elsewhere. A small depression lay over the North-Western Himalayas near Dehra Dun, and the weather was disturbed on the East Coast of the Peninsula. In both regions some rain had fallen, in the latter rather heavily. On the 17th the depression over the North-Western Himalayas had disappeared, and the barometer had risen briskly over the north-west of India. Pressure had also risen over the east of the Peninsula, but had fallen elsewhere. Gradients were very steep over the northern part of the Bombay Presidency, and strongish easterly winds were reported there. Rain had fallen in scattered showers over part of the Punjab and of the North-Western Himalayas, and fairly general rain had occurred over a considerable part of Madras.

Temperature.—Except in the Central Provinces and Bombay the general temperature has been low, but the defect gradually decreased as the week advanced. The following table shows the variations of the mean temperature

from the normal on each day of the week for the principal provinces of India :—

PROVINCE.	11th.	12th.	13th.	14th.	15th.	16th.	17th.	Mean variation of week.
	°	°	°	°	°	°	°	°
Burma	−2 9	−2·2	−1 6	−0·5	−1·1	−1·8	−1·4	−1·6
Bengal and Assam . .	−4 6	−3·8	−3·3	−2 8	−2·0	−1·1	−0·1	−2·5
North-Western Provinces and Oudh . . .	−4·7	−4·3	−4 2	−4·2	−2·1	−2·1	0	−3·1
Punjab	−4 9	−3 4	−3·8	−3·9	−3·0	−1·6	−3·0	−3·4
Bombay	−0·5	+0·3	+0·3	−0·4	−0·7	+0·2	+2·2	+0·2
Central Provinces and Berar	+1·9	+3·9	+4·0	+3·9	+2·9	+2·8	+3·1	+3·2
Central India and Guzerat .	−1·9	+1·2	−0 4	−0·4	+1·8	+0·3	+1·1	+0·2
Sind and Rajputana . .	−4·6	−3·2	−4·0	−3·1	−2·4	−0·6	−1·9	−2·8
Madras	−1·4	−1·4	−2·1	−1·6	−1·8	+1·0	+2·5	−0·7
MEAN FOR WHOLE INDIA .	−2·6	−1·4	−1·7	−1·4	−0·9	−0·3	+0·3	−1·2

The above shows that the mean deficiency for the whole of India for the week was 1°·2. The amount of deficiency was 2°·6 on the 11th, and decreased to 1°·4 on the 14th and to 0°·3 on the 16th, while on the following day the deficiency was replaced by a trifling excess. The Central Provinces had a mean excess of 3°·2 for the week, while Bombay and Central India had a trifling excess of 0°·2. In all the other Provinces there was a deficiency which was greatest in North-Western India.

Rain.—Has fallen during the week in the Punjab, the west of Rajputana, and the south of the Peninsula, the actual number of divisions recording rain being thirteen. Of these thirteen, six had less than one-tenth of an inch as the average actual rainfall of the division, while in the remaining seven the amounts received ranged from 0·12" in Mysore to 0·95" in the East Coast (South). In all other parts of the Indian region no rain whatever was received. Madras (South Central and Central) and the East Coast (Central) received a trifle more rain than is usually recorded during the week under review, but all the other divisions recorded less. The three concluding columns of the table exhibit very similar conditions to those recorded last week. In Mysore, Madras (South Central and South), and the East Coast (South) the rainfall is absolutely and relatively to the average considerably short of the normal, while in other parts of the country, though the variations from the normal are frequently large, the absolute variations are comparatively small as the anticipated rainfall at this season is small.

A 2

Provinces.	Division.	Rainfall data for week ending 17th December. Average actual rainfall of Division.	Average normal rainfall of Division.	Excess or defect in inches.	Rainfall data from 16th October to 17th December 1892. Average actual rainfall of season to date.	Average normal rainfall, 16th October to 17th December.	Excess or defect of (seasonal) rainfall expressed as a percentage.
		Inches	Inches.	Inches.	Inches.	Inches	Per cent.
Burma	Tenasserim	0	0	0	4·28	5·26	— 19
	Lower Burma	0	0·04	—0·04	5·41	7·17	— 25
	Central ditto	0	0·03	—0·03	3·10	4·54	— 32
	Upper ditto	0	?	?	7·10	?	?
	Arakan	0	0·28	—0·28	8·81	7·34	+ 20
Bengal and Assam	Eastern Bengal	0	0·05	—0·05	8·63	4·42	+ 95
	Assam (Surma)	0	0·19	—0·19	9·35	4·05	+131
	Ditto (Brahmaputra)	0	0·12	—0·12	1·07	2·49	— 57
	Deltaic Bengal	0	0·05	—0·05	6·89	2·78	+148
	Central ditto	0	0·02	—0·02	1·94	2·25	— 14
	North ditto	0	0·08	—0·08	0·73	2·45	— 70
	Orissa	0	0·19	—0·19	7·18	5·18	+ 39
	Chota Nagpur	0	0·09	—0·09	4·20	2·58	+ 63
	Bihar (South)	0	0·10	—0·10	0·50	1·53	— 67
	Ditto (North)	0	0·06	—0·06	0·14	1·23	— 89
North-Western Provinces and Oudh.	North-Western Provinces (East)	0	0·08	—0·08	0·18	1·00	— 82
	Oudh (South)	0	0·13	—0·13	0·22	0·55	— 60
	Ditto (North)	0	0·16	—0·16	0·05	0·46	— 90
	North-Western Provinces (Central)	0	0·12	—0·12	0·02	0·34	— 94
	North-Western Provinces (West)	0	0·12	—0·12	0	0·24	—100
	North-Western Provinces (Submontane)	0	0·16	—0·16	0	0·52	—100
Punjab	Punjab (South)	0·06	0·07	—0·01	0·08	0·25	— 68
	Ditto (Central)	0	0·14	—0·14	0	0·29	—100
	Ditto (Submontane)	0·07	0·20	—0·13	0·07	0·56	— 88
	Ditto (Hill Districts)	0·02	0·45	—0·43	0·33	1·22	— 73
	Ditto (North-West)	0·02	0·08	—0·06	0·24	0·88	— 73
	Ditto (West)	0	0·01	—0·01	0·12	0·20	— 40
Bombay and Malabar Coast Districts (Madras).	Malabar	0·09	0·22	—0·13	17·08	9·72	+ 76
	Madras (South Central)	0·51	0·44	+0·07	4·52	8·05	— 50
	Coorg	0	0·30	—0·30	6·73	7·52	— 15
	Mysore	0·12	0·17	—0·05	2·31	5·59	— 59
	Konkan	0·02	0·03	—0·01	6·69	3·51	+ 91
	Bombay (Deccan)	0	0·17	—0·17	8·51	3·99	+113
	Hyderabad (North)	...	...	...	...	...	...
	Khandeish	0	0·17	—0·17	3·54	2·48	+ 43
Central Provinces and Berar.	Berar	0	0·21	—0·21	5·69	2·45	+132
	Central Provinces (West)	0	0·20	—0·20	3·33	1·63	+104
	Ditto ditto (Central)	0	0·12	—0·12	2·18	1·33	+ 64
	Ditto ditto (East)	0	0·11	—0·11	3·87	1·45	+167
Bombay (North)	Guzerat	0	0	0	0·61	0·59	+ 3
	Kattiawar	0	0	0	1·76	0·34	+418
	Sind	0	0·05	—0·05	0	0·17	—100
Rajputana and Central India.	Central India (East)	0	0·12	—0·12	0·56	0·78	— 28
	Rajputana (East), Central India (West)	0	0·08	—0·08	0·16	0·54	— 70
	Rajputana (West)	0·71	0·02	+0·69	0·71	0·13	+446
Madras	East Coast (North)	0	0·27	—0·27	16·05	8·83	+ 82
	Ditto (ditto) (a)	0	0·03	—0·03	9·10	5·32	+ 71
	Hyderabad (South)	0	0·06	—0·06	9·56	1·35	+608
	Madras (Central)	0·43	0·15	+0·28	6·78	5·36	+ 26
	East Coast (Central)	0·69	0·47	+0·22	12·68	12·55	+ 1
	East Coast (South)	0·95	1·02	—0·07	5·98	16·92	— 65
	Madras (South)	0·36	0·80	—0·44	3·17	12·15	— 72

W. L. DALLAS,
Assistant Meteorological Reporter to the Government of India.

Simla, the 22nd December 1892.

J. W. P. MUIR-MACKENZIE,
Officiating Secretary to the Government of India.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 24th December.*—Some heavy falls of rain in Tanjore and Nellore near coast, but elsewhere in nine southern districts week's rainfall below average, and only sufficient to just keep alive the standing crops. Supplies of irrigation water very scanty in southern half of Presidency, where heavy rain urgently required to replenish supplies. Showers in Tinnevelly have allowed renewal of sowings, which are very backward. Harvest in Deccan and Circars continues favourable, but early crops now being reaped in Central Carnatic and Southern districts are poor. Pasture and fodder generally sufficient. Prices very slightly easier in Southern, Central and Carnatic districts; almost stationary in the Circars; rather dearer elsewhere. No material change in prospects.

Bombay.—*For week ending 28th December.*—Slight rain in parts of Satara and Dharwar. Standing crops injured by locusts or other insects in parts of Sind, and by unfavourable winds or blight in parts of Bijapur and Dharwar, otherwise good, except *jowari* (Sorghum vulgare) in Sholapur. Harvesting of early crops progressing in six and sowing of late crops in eight districts. Poppy cultivation continues in Baroda and cotton-picking in three districts. Fodder sufficient. Agricultural stock generally healthy.

Bengal.—*For week ending 24th December.*—There was no rain during the week with the exception of a few light showers in the districts of Darjeeling and Jalpaiguri. The rice harvest continues and approaches completion. The outturn, as previously reported, will be generally satisfactory except in parts of Burdwan, Bankura, Midnapore and Hooghly. In parts of Burdwan and Hooghly, the crop is reported to have failed almost entirely. Reports continue to speak well of the spring crops, but a little rain would be useful in Behar. Poppy and tobacco are promising crops, as also is *ganja* in Rajshahi. Sugarcane is being pressed in some districts, and the earlier pulses and potatoes are being gathered. No important change in the price of rice has been reported. Fodder and water-supplies are sufficient, and cattle healthy.

North-Western Provinces and Oudh.—*For week ending 28th December.*—Weather cold and occasionally cloudy. Rain much needed. Irrigation for spring crops in active progress and poppy crop promising. Sugarcane pressing is proceeding. Prospects fair. Some damage to crops by frost is reported from the Cawnpore and Agra districts. Supplies are ample and prices generally stationary.

Punjab.—*For week ending 28th December.*—Rainfall *nil.* Autumn crops being reaped in Ferozepore. Sugarcane being pressed in Sialkot. Sowing of spring crops continues. Rain is urgently wanted for these crops. Condition and prospects of growing crops are reported good in all districts except Rawalpindi, where they are average. They are now suffering from drought in most districts. Condition of cattle is generally reported good. Fodder is said to be sufficient in all districts except Rawalpindi, Dera Ismail Khan and Peshawar, where it is scarce. Prices rising in two districts, falling in two others, and stationary elsewhere.

Burma.—*For week ending 24th December.*—LOWER BURMA: Prospects unchanged. Reaping in progress everywhere and nearly completed in some districts. UPPER BURMA: No rain has fallen during the week, and no material change has taken place in crop prospects. Reaping of wet weather paddy pro-

gressing and dry weather cultivation commencing. The price of paddy has declined largely in Tharrawaddy and considerably in Bhamo and Katha. Elsewhere fluctuations are small. Numbers on relief works—Meiktila, 1,169.

Central Provinces.—*For week ending 28th December.*—Weather occasionally cloudy with slight rain in three districts. Insects doing a little damage to linseed and *tur* (*Cajanus indicus*) in parts of a few districts; otherwise prospects continue favorable.

Assam.—*For week ending 28th December.*—Weather seasonable. Harvesting of winter paddy continues. General prospects of crops good. Condition of cattle normal. Fodder and water sufficient.

Berar and Hyderabad—*For week ending 28th December.*—BERAR: Weather fair and cool. Reaping and threshing of *jowari* (Sorghum vulgare) continue. Second and third picking of cotton in progress. Spring crops good. Fodder and water sufficient. Cattle healthy. Prices almost stationary.

HYDERABAD: No rain during week. Sowing of hot-weather crops in progress. Standing crops in good condition. Prices:—wheat 8¾, coarse rice 9½, white *juar* 14¾, yellow *juar* 19¼, and *tur* 10½ seers per current rupee.

Mysore and Coorg.—*For week ending 28th December.*—MYSORE: Standing crops good, except in Mysore, Hassan and part of Chitaldrug districts, where more rain is wanted. Prospects generally favourable. Prices risen in the Bangalore, Kolar and Hassan districts.

COORG: Rainfall *nil*. Reaping of rice and picking of coffee in progress. Prices stationary. Fodder and water for cattle sufficient.

Central India.—*For week ending 28th December.*—Rain in Gwalior, Bhopawar and Indore, none in Bundelkhand where it is needed. Autumn operations still in progress in some parts. Spring sowings completed in most parts of Central India, in progress in other parts. Cotton cultivation and threshing in progress in Bhopawar. Condition of agricultural stock, pasturage and opium good. Prices of food-grains continue steady.

Rajputana.—*For week ending 28th December.*—Rainfall 1·31 inches in Bickaneer. Agricultural operations satisfactory. Spring sowings completed. Standing crops good. Winter rain wanted in Ulwar. Harvest prospects generally good. Cotton slightly damaged in Merwara and Kerowlie by frost. Cattle in good condition. Pasturage or fodder sufficient. Prices steady in twelve States, rising in two, and fluctuating elsewhere.

Nepal.—*For week ending 22nd December.*—No rain. Mornings foggy and days cloudy. Condition of crops normal. Prices steady.

J. W. P. MUIR-MACKENZIE,
Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. XXXVI OF 1892-93.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Receipts from 1st April 1892* audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week in 1891-92.	Week ending 19th December 1891. Mean mileage worked.	Week ending 19th December 1891. Earnings. TOTAL.	Week ending 19th December 1891. Earnings. Per mile open per week.	Week ending 17th December 1892. Mean mileage worked.	Week ending 17th December 1892. Earnings. TOTAL.	Week ending 17th December 1892. Earnings. Per mile open per week.	Earnings from 1st April to 19th December 1891.	Earnings from 1st April to 17th December 1892.	Increases in 1892-93.	Decreases in 1892-93.
State lines worked by companies	R	Miles.	R	R	Miles.	R	R	R	R	R	R
Standard gauge—											
East Indian (a)	590	1,634	9,49,789	581	1,639	9,94,168	607	3,52,84,334	3,44,70,217	...	8,14,117
Bengal Nágpur	150	831	1,37,686	166	831	1,16,245	140	41,00,839	37,51,776	...	3,49,063
Indian Midland	127	752	1,16,398	155	752	94,027	125	33,35,568	33,74,195	38,627	...
Metre gauge—											
Rajputana-Malwa	253	1,672	4,52,934	271	1,674	4,15,000	248	1,49,82,039	1,51,06,471	1,24,432	...
South Indian	150	901	1,38,230	153	1,106	1,62,102	146	51,27,281	54,71,867	3,44,586	...
Southern Mahratta	86	1,044	1,02,933	99	1,044	96,767	93	33,68,625	31,10,486	...	2,58,139
Bengal and North Western (b)	130	739	62,417	84	755	89,000	118	34,47,239	36,29,952	1,82,713	...
Rohilkhand-Kumaun (Lucknow-Bareilly section)	59	199	9,921	50	199	13,111	66	3,52,708	4,41,816	89,108	..
TOTAL	250	7,772	19,70,308	254	8,000	19,80,420	248	6,99,98,633	6,93,56,780	...	6,41,853
State lines worked by the State.											
Standard gauge—											
North Western (c)	264	2,395	6,80,917	284	2,511	5,42,837	216	2,39,24,107	1,74,29,871	...	64,94,236
Oudh and Rohilkhand	244	692	1,68,367	243	692	1,60,531	232	60,20,410	57,84,485	...	2,35,925
Eastern Bengal (including metre and 2′ 6″ gauges)	284	777	2,02,219	260	777	2,41,030	310	80,99,000	80,59,317	...	39,683
Bengal Central (d)	117	125	12,664	101	125	15,070	121	5,44,081	5,43,180	...	901
Metre gauge—											
Burma (e)	203	609	1,11,133	182	715	1,08,442	152	37,41,849	44,63,947	7,22,098	...
Special gauges—											
Jorhát	47	28	1,364	49	28	1,514	54	48,849	51,659	2,810	...
Cherra-Companyganj	44	8	369	46	8	533	67	12,466	12,079	...	387
TOTAL	251	4,634	11,77,033	254	4,856	10,69,957	220	4,29,90,762	3,69,44,538	...	60,46,224
Lines worked by guaranteed companies.											
Standard gauge—											
Great Indian Peninsula (f)	572	1,492	8,77,010	588	1,490	9,00,320	604	3,03,42,302	2,61,15,432	...	42,26,870
Bombay, Baroda and Central India	590	461	2,67,448	580	461	2,43,000	527	98,52,619	98,60,538	7,919	...
Madras	216	840	1,89,653	220	840	2,27,243	271	67,34,571	66,07,080	...	1,27,491
TOTAL	468	2,793	13,34,111	478	2,791	13,70,563	491	4,69,29,492	4,25,83,050	...	43,46,442
TOTAL (GUARANTEED AND STATE)	290	15,199	44,81,452	295	15,647	44,20,940	283	15,99,18,887	14,88,84,368	..	1,10,34,519
Assisted companies.											
Standard gauge											
Delhi-Umballa-Kalka	129	162	19,430	120	162	22,202	137	7,89,755	7,74,911	...	14,844
Tárakeshwar	258	22	4,170	190	22	4,436	202	2,05,196	2,00,303	...	4,893
Metre gauge											
Rohilkhand-Kumaun (Company's section)	114	67	4,482	67	67	5,908	88	2,93,044	3,28,499	35,455	...
Dibru-Sadiya	128	78	11,780	151	78	8,197	105	3,09,982	3,09,475	.	507
TOTAL	135	329	39,862	121	329	40,743	124	16,57,977	16,73,188	15,211	..
Lines owned by native states and worked by companies.											
Standard gauge—											
The Nizam's guaranteed state	154	354	66,384	188	354	52,510	148	19,59,592	18,73,816	...	85,776
The Gaekwar's Petlád	91	13	1,459	112	13	1,310	101	45,350	44,138	...	1,212
Metre gauge—											
Southern Mahratta (Mysore sec.)	80	311	28,369	91	320	35,019	112	9,78,841	10,30,071	51,230	...
The Gaekwar's Mehsana	50	93	4,327	47	93	5,720	62	1,44,728	1,77,250	32,522	...
Kolhápur	55	29	1,594	55	29	1,493	51	(g) 55,652	63,188	7,536	...
Special gauge—											
The Gaekwar's Dabhoi	55	72	3,785	53	72	4,130	57	1,44,331	1,69,590	25,259	...
TOTAL	107	872	1,05,918	121	881	1,01,082	115	33,28,494	33,58,053	29,559	..
Lines owned by native states and worked by state railway agency											
Standard gauge—											
Rájpura-Bhatinda	118	108	10,987	102	108	9,013	83	4,52,908	3,44,060	.	1,08,848
Lines owned and worked by native states											
Metre gauge—											
Bhávnagar-Gondal-Junágarh-Porbandar	83	334	25,704	77	334	28,977	87	10,10,181	11,26,742	1,16,561	...
Jodhpur-Bickaneer	72	291	19,029	65	291	13,300	46	4,60,879	6,43,864	1,82,985	...
Special gauge—											
Morvi	63	94	5,524	59	94	5,130	55	2,29,148	2,24,618	...	4,530
TOTAL	76	719	50,257	70	719	47,407	66	17,00,208	19,95,224	2,95,016	..
GRAND TOTAL	269	17,227	46,88,476	272	17,684	46,19,185	261	16,70,58,474	15,62,54,893	...	1,08,03,581

(a) Includes the Patna-Gya state railway.
(b) Includes the Tirhoot state railway. Although for convenience classed amongst the state railways, the company's section of this line is the property of the Bengal and North Western railway company.
(c) Includes the Jammu and Kashmir and the Hyderabad-Umarkot railways.
(d) Although for convenience classed amongst the state railways, this line is the property of the Bengal Central railway company.
(e) Includes the Mu Valley state railway.
(f) Includes the Wardha Coal, Dhond-Manmád, Khamgaon, and Amráoti railways.
(g) Total receipts from 21st April to 19th December 1891.

F. B. HEBBERT, *M. Inst., C.E.*,
Under Secretary.

CALCUTTA,
The 30th December, 1892.

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